





Vol. XLIII. No. 7345.

號八十月二年七十八百八千一英

HONGKONG, MONDAY, FEBRUARY 28, 1887.

日六初月二年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON: -F. Algan, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTOH, Ludgate Circus, E.C. BATES HENDY & Co., 37; Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151 Cannan Street, E.C.

PARIS AND EUROPE :-- AMEDEI PRINCE & Co., 36. Rue Lafayette, Paris. NEW YORK: -ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports generally :- BEAN & BLACK, San Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND :-- GORDON & GOTOH, Mel-

bourne and Sydney. CEYLON :-W. M. SMITH & Co., THE APOTHEGARIES Co., Colombo. SINGAPORE, STRAITS, &c.:—SAYLE & Co., Square, Singapore. C. Heinszen & Co., Manila.

OHINA: - Macao, F. A. DE CRUZ. Swatow, Quelch & Co. Amoy, N. MOALLE. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CHAW PORD & Co., and KELLY & Co.

Banks.

NOTICE.

DULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be, conducted by the Hongkong and Shanghai Banking Corporation, on their on week-days, 10 to 3: Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No

at 5 per cent. per annum interest. 4.—Interest at the rate of 31 per cent. per annum will be allowed to depositors on will be CLOSED from FRIDAY the 25th

their daily balances. 5 .- Each Depositor will be supplied gratis with a Pass-Book which must be pre-

Savings' Bank Business is forwarded free Extraordinary Meeting of which due Notice by the various British Post Offices in will be given. Hongkong and China. 7.—Withdrawals may be made on demand.

depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

CORPORATION, ...

JOHN WALTER. Acting Chief Manager. Hongkong, June 7, 188 HONGKONG & SHANGHAI BANKING

CORPORATION.

RESERVE FUND......\$4,500,000 RESERVE LIABILITY OF PRO- \$7,500,000 PRIETORS.....

COURT OF DIRECTORS.

Chairman-M. Geore, Esq. Deputy Chairman-C. D. BOTTOMLEY, Esq. Hon. J. BELL IRVING. | E. H. M. HUNTING-W. H. F. DARBY, Esq. TON, Esq. H. L. DALRYMPLE, Hon. A. P. McEwen. A. McIver, Esq. Hon. F. D. Sassoon. H. Hoppius, Esq.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. Acting Chief Manager .- JOHN WALTER, Esq. MANAGER. Shanghai, ...... Ewen Cameron, Esq.

LONDON BANKERS - London and County HONGKONG.

INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent, per annum on the daily On Fixed Deposits:—

For 3 months, 3 per cent, per annum. 4 per cent. 5 per cent.

LOCAL BILLS DISCOUNTED. Gredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. JOHN WALTER.

Hongkong, February 26, 1887.

Notices of Firms.

Acting Chief Manager.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

GARFIT has been appointed Acring SECRETARY. By Order, W. H. RAY.

TURING my Absence Mr. A. S.

Secretary.

Hongkong, February 19, 1887.

NOTICE. THE INTEREST AND RESPONSIBILITY OF the late Mr. GEORG THEODOR STEMSSEN in our Firm ceased on the 24th November, 1886, and that of Mr.

Mr. JAUOB RUFF has been authorized to Sign our Firm per Procuration from this SIEMSSEN & Co.

Hongkong and China.

14th February, 1887.

SAILOR'S HOME. A NY Cast-off Chotened, Books, or Papens will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

HONGKONG & SHANGHAI BANKING CORPORATION.

Intimations.

THE DIVIDEND declared for the Half-Year ending 31st December last, at the Rate of £1 10/ (ONE POUND AND TEN SHILLINGS STERLING) per. SHARE of \$125, is PAYABLE on and after MONDAY, the 28th Instant, at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors, JOHN WALTER, Acting Chief Manager.

Hongkong, February 26, 1887. HONGKONG AND WHAMPOA DOOL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

TITHE DIVIDEND of 7 % or \$8.75 per 1 SHARE, for the Six Months ended 31st December, 1886, declared at To-day's Ordinary Yearly Meeting, will be Payable at the premises of the Hongkong AND SHANGHAI BANKING COBPORATION OR OF after TUESDAY, the 1st Proximo, and SHAREHOLDERS are requested to apply for WARRANTS at the Company's Office, No. 14, Praya Central, Hongkong.

By Order of the Board of Directors, DAVID GILLIES,

Hongkong, February 26, 1887.

premises in Hongkong. Business hours CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

depositor may deposit more than \$2,500 | THE Ninth Ordinary Annual MEETING of SHAREHOLDERS in the above 3. - Depositors in the Savings' Bank having Company will be held at the OFFICE of \$100 or more at their credit may at the GENERAL AGENTS, Pedder's Street, on their option transfer the same to the THURSDAY, the 10th March, at Noon, for Hongkong and Shanghai Banking Cor-poration on fixed deposit for 12 months General Agents, together with a Statement of Accounts to 31st December, 1886. The Transfer BOOKS of the Company

Instant to the 10th Proximo, both days And Notice is also hereby given that at sented with each payment or with- the same place and on the same day at 12.15 drawal. Depositors must not make o'clock in the afternoon or so soon afterany entries themselves in their Pass- wards as the Ordinary Annual Meeting shall Books but should send them to be be concluded, an EXTRAORDINARY Genwritten up at least twice a year, about eral MEETING of the Company will be the beginning of January and begin- held for the purpose of passing the subjoin-ning of July. Should the Resolutions be 6.—Correspondence as to the business of passed by the required majority they will the Bank if marked On Hongkong be submitted for Confirmation at a Second

PROPOSED SPECIAL RESOLUTIONS. but the personal attendance of the 1.-That the present Capital of the China Sugar Refining Company Limited be increased from \$900,000 to \$1,500,000 by the issue of 6,000 New Shares of \$100

each, to be issued at par. HONGKONG & SHANGRAL BANKING 2 .- That the price of issue of each of the said new shares be fully paid up by the Allottee on the 31st March 1887, together with the sum of \$2 for each share by way of interest on such share from the 1st January 1887 to the 31st March 1887 at the rate of \$8 per cent. per

3.—The holder of each of the said new shares

shall be entitled to participate in the

profits of the Company as from the 1st January 1887 equally with the holders. of the present Capital of \$900,000.

That the said new shares be offered in the first place in such manner and at such times, as the General Agents shall think fit to the persons who shall, on the 25th day of February 1887, be the registered holders of the old, or present, shares in the proportion following that is to say, two new shares shall be offered to every holder of a complete number of three of the said old, or present shares, and shall be accepted or not within the time limited for that purpose by the General Agents, and that any new share or shares offered in manner aforesaid. and not accepted within the time so limited, and also any share or shares which the General Agents shall have been unable to offer in manner aforesaid by reason of their being no holder, or holders, of a complete number or complete numbers of three of the said old or present shares, shall be disposed of and allotted by the General Agents and Consulting Committee, at such

times, to such persons, upon such terms, and in such manner and way in every respect as they shall in their discretion think best in the interests of the Company -That the purchase of Inland Lots Nos. 729 and 730, Victoria, Hongkong, at the agreed price of \$60,000 be now formal-

ly confirmed and these lands transferred into the Company's name. JARDINE, MATHESON & Co., General Agents, China Sugar Refining Company,

Hongkong, February 19, 1887.

CORPORATION, LIMITED.

ORIENTAL BANK CORPORATION IN

LIQUIDATION.

PAYMENT OF 4re DIVIDEND.

FOURTH DIVIDEND of 64 PER CENT A on all CLAIMS against the Hongkong Branch of the ORIENTAL BANK COR-PORATION, that have been approved by the Court of Chancery, will be paid on and after MONDAY NEXT, the 21st February, at the Offices of the New OBJENTAL BANK

The 4th Dividend is payable on all Claims on which previous Dividends have been CREDITORS are requested to apply to the Bank for their Dividends and to produce

the letter they hold from the Official Liquidator, admitting their Claims, in order PAUL GERHARD HUBBE on the 31st that the payment of the 4th Dividend may December, 1886.

H. A. HERBERT Atto ney for the Official Liquidator, Oriental Bank Corporation. Queen's Road,

Hongkong, February 19, 1887. Mr. Andrew Wind, NEWS AGENT. &c.

21. PARK ROW, NEW YORK; is authorized to receive Subscriptions. Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

Business Notices.

**Mstablished** 

ACING SADDLES AND GENERAL SADDLERY. JOCKEY WHIPS, SPURS AND RIDING BOOTS. RACE SCARVES AND COLOURS.

FELT HATS, Newest STYLES AND SHADES CIGARS 'THE MANILAS.'

Co.'s OHAMPAGNE.

\* LANE, CRAWFORD & Co.

Hongkong, February 12, 1887.

JUST PUBLISHED,

# THE

CONTAINING the Calendars and Astronomical Phenomena for the Year computed to Hongkong Civil Time, Information respecting the Colony and the several Government Departments, Meteorological and General Statistics, Tide Tables, Wages Tables, Postal Regulations, Map of the Island; and a Mass of Statistical and Interesting Local Information not otherwise accessible in a handy form,

BRUCE SHEPHERD.

- - - - ONE DOLLAR.

KELLY & WALSH, LIMITED. Hongkong, February 11, 1887.

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL)

EX LATE ARRIVALS.

A SELECTION OF

# DRAB SHELL HATS. CHRISTY'S BLACK AND COLORED FELT HATS. New Boots and Shoes.

PATENT LEATHER DANCING PUMPS.

Hongkong, February 16, 1887.

Victoria Hotel. Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horaus in the place. ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious,

large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIAND and Smoning Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE,

Hongkong, September 16, 1885.

Cheap BEIGE, TUSCAN and CREAM LACES. LADIES' and GENTLEMEN'S UMBRELLAS. COLOURED, BORDERED POCKET HANDKERCHIEFS. BLACK and COLOURED LADIES' JERSEYS.

Cheap TENNIS SHOES. GENTLEMEN'S Double SOLE SHOES. GLADSTONE and BRIEF BAGS Solid LEATHER PORTMANTEAUS. SARATOGA TRUNKS and TIN HOSES.

NEW DESIGNS in TAPESTRIES. TAPESTRY TABLE CLOTHS, all sizes. VICTORIA EXCHANGE, February 17, 1887.

ADJOINING THE STAG HOTEL (NEXT DOOK). CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES. At Cash Prices and for Cash only. WATCHES, MUSICAL INSTRUMENTS, TOBACCOS.

OIGARS, CUTLERY. NOVELS. LEATHER GOODS. OLOCKS, and a varied Stock of Fancy GOODS of all kinds. BON MAROHE, next door to The Stad Horet. Hongkong, September 8, 1886.

TO LET.

TO COMS in \* COLLEGE CHAMBERS.

Apply to DAVID BASSOON, SONS & Co. Hongkong, December 8, 1886.

TO LET. WITH immediate occupation the Com-modious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the Hongkong & Shanghai Bank-ING CORPORATION. For further Particulars, apply to the Undersigned.

E. L. WOODIN, Acting Superintendent. Hongkong, November 22, 1886. 2220 Intimations.

CAMPBELL, MOORE & COMPANY LIMITED. THE ADJOURNED MEETING

SHAREHOLDERS will be held a the Hongkong Hotel on TUESDAY, the 1st March, at 4 o'Clock in the Afternoon. BY ORDER OF THE BOARD. Hongkong, February 24, 1887.

NOTICE.

A T a Preliminary Meeting held on A THURSDAY, the 17th Inst., to consider what steps should be taken to Celebrate HER MAJESTY'S JUBILEE, it was unanimously resolved that a PUBLIC and that the Hon. the CHIEF JUSTICE should be asked to Preside. ALL MEMBERS of the COMMUNITY are INVITED to attend.

-By Order, ARTHUR K. TRAVERS. Hon. J. H. STEWART-LOCKHART, Secretaries. Hongkong, February 18, 1887.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE Fifth Ordinary Annual General MEETING of the LUZON SUGAR REFINING Co., LD., will be held in the OFFICES of the GENERAL AGENTS, Pedder's Street, on THURSDAY, the 10th day of March next, at 12.30 p.m., for the purpose of receiving a Report from the General Agents, with a Statement of Accounts to 31st December last. The Transfer BOOKS of the Company

will be CLOSED from SATURDAY, 26th Instant, until the day after the Meeting. JARDINE, MATHESON & Co., General Agents.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

Hongkong, February 24, 1887.

TAUTICAL, SCIENTIFIC A METEOROLOGICAL INSTRUMENTS. Voigtlander's Celebrated BINOCULARS AND TELESCOPES.

RETCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY General MEETING of ORDINARY General MEETING of the above named Company will be held at the REGISTERED OFFICE of the Company, Pedder's Street, Victoria, in the Colony of Hongkong on WEDNESDAY, the 16th March, 1887, at 12 o'clock (noon), when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 22nd day of February, 1887, will be submitted for Confirmation as

a Special Resolution. RESOLUTION. That the Articles of Association be altered

in manner following:-(a.) The following Article shall be substitued for Article No. 111, namely :-111. -The Reserve Fund shall consist of a sum of not less than \$1,000,000 nor

more than \$1,500,000. The following Article shall be substituted for Article No. 112, namely :-112. -The Reserve Fund having now reached the sum of \$1,000.000 the General Managera and the Consulting Committee may appropriate from time to time so much of the profit as they may deem desirable to the Reserve Fund until the said Fund shall amount to the sum of \$1,500,000 provided always that such annual appropriation shall not exceed 10 per cent. of the

said profits. (c.) The following Article shall be substituted for Article No. 115, namely :-115, -The said Reserve Fund shall if practicable be maintained at a sum of not less than \$1,000,000 nor more than \$1,500,000 and the whole of the future accraing profits of the Company shall, subject to such annual Bonus as aforesaid and less such portion or portions (if any) thereof (not exceeding in any year 30 per cent, of the profits of such year) as the General Managers may (as they are hereby empowered to do) apply in maintaining the Reserve Fund at a sum of not less than \$1,000,000 and less also such portion or portions (if any) thereof as may from time to time be applied in increasing the said Reserve Fund under Article 112, be divisible amongst the Shareholders generally according to the number of Shares held by each.

JARDINE, MATHESON & Co., General Managers. Hongkong, February 22, 1887.

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES: -MR. WONG TAI-FONG,

Surgeon Dentiet (FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DR. ROGERS.) T the urgent request of his European A and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROCERS, No. 2, DUDDELL STREET.

CONSULTATION FREE. Discount to missionaries and families. Sole Address

2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

Auctions.

PUBLIC AUCTION THE Undersigned has received instruc

tions to Sell by Public Auction, on WEDNESDAY, the 2nd March, 1887, at 2 p.m., at hi

Sales Rooms, Queen's Road,-SUNDRY HOUSEHOLD FURNITURE, &c.,

belonging to E. E. DEAR, Esq., comprising: CRETONNE-COVERED DRAWING-ROOM ENGLISH-MADE TAPESTRY-COVERED EASY CHAIRS and CHAIRS, MIRRORS and PICTURES.

EXTENSION DINING TABLE, ENGLISH-MADE MEETING should be convened for WED- SIDEBOARD, WHATNOTS, CROCKERY, GLASS NESDAY, the 2nd Proximo, at 4.80 p.m., and Plated Ware, Vienna Chairs, Eng-LISH-MADE LADY'S WRITING TABLE, BLACK and Gold and Glass Book Case. DOUBLE and SINGLE IRON BEDSTEAD. WARDROBES, CHEST OF DRAWERS, ESCRI-The MEETING will be held in the Crry TOIRE, Toilet Table and Glass and Mar-BLE-TOP WASHSTAND. A COTTAGE PIANO, by GEORGE RODGERS & Sons. London.

> TERMS OF SALE.—As customary. J. M. ARMSTRONG. Auctioneer. Hongkong, February 26, 1887.

> > For Sale. FOR SALE.

THE GERMAN BARQUE ANTON GUNTHER, Metalled in April 1885, As the VESSEL is now lying in this Harbour.

For Particulars, apply to MELCHERS & Co.,

Hongkong, February 23, 1887. FOR SALE.

THE BRITISH STEAMER SOOCHOW, Capacity 313 Tons, Speed 11 Knots. Thoroughly repaired last month. TERMS MODERATE.

Apply to HO TIM, Broker. 18. Bank Buildings, QUEEN'S ROAD. Hongkong, February 4, 1887.

FOR SALE. TULES MUMM & Co.'s CHAMPAGNE. Quarts.....\$20 per Case of 1 doz. Pinta ..... 2 n

Dubos Frères & de Gernon & Co.'s

WHITE WINES. Baxter's Celebrated 'Barley Bree' GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

BORDEAUX CLARETS AND

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-OHWANG, HANKOW and Ports on tne YANGTSZE.) The Co.'s Steamship Captain Young, will be despatched as above on

TUESDAY, the 1st March, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, February 26, 1887.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship

Capt. D'A. DE ST. CROIX, will be despatched for the above Ports on WEDNESDAY, the 2nd This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates. For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, February 24, 1887. OCEAN STEAMSHIP COMPANY FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Nestor,
Capt. Thompson, will be despatched as above on

WEDNESDAY, the 2nd March. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, February 24, 1887.

OUEAN STEAMSHIP COMPANY. FOR SHANGHAL PIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO. CHEFOO, NEW. CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Captain Garas, will be despatched as above on SUNDAY, the 6th March. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, February 26, 1887.

Agents.

Steamers.

Shipping.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR CHEFOO AND TIENTSIN. The Co.'s Steamship Paumben. will be despatched above on THURSDAY,

the 3rd March. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, February 25, 1887.

STEAM TO YOKOHAMA, VIA NAGA-

SAKI AND KOBE. (Passing through the INLAND SEA.) The P. & O. S. N. Co.'s Steamship will leave for the above

places on FRIDAY, the 4th March, at Daylight. E. L. WOODIN, Acting Superintendent. P. & O. S. N. Co.'s Office.

FOR CALCUTTA. (Calling at PENANG only.) The Steamship Captain T. S. GARDNER, will be despatched for

Hongkong, February 9, 1887.

the above Ports on FRIDAY, the 4th Proximo, at 1 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

Hongkong, February 24, 1887.

Sailing Vessels. FOR SAN FRANCISCO.

The 100 A 1 British Ship Brunhilda. R. METELE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, January 8, 1887.

Notices to Consignees. NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES. STEAMSHIP BRAUNSCHWEIG, FROM BREMEN AND PORTS

OF CALL

MHE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Honekong and Kow-WHISKY, -\$74 per Case of 1 doz. LOON WHARF AND GODOWN COMPANY, LTD. Kowloon, whence delivery may be obtained. OPTIONAL CARGO will be landed here in Hongkong unless notice to the contrary be given before 4 p.m. To-DAY, the 26th Inst. No Claims will be admitted after the

> subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Turspay, the 8th March, at 4 p.m. All Claims must reach us before the 10th March, or they will not be recognised. No Fire Insurance has been effected

> Goods have left the Godowns, and all Goods

remaining after the 5th Proximo, will be

MELCHERS & Co., Hongkong, February 26, 1887. THE CHINA SHIPPERS MUTUAL

Bills of Lading will be countersigned by

STEAM NAVIGATION COM-PANY, LIMITED.

NOTICE TO CONSIGNEES. FROM LONDON AND SINGAPORE

356 | MHE Company's S.S. Ningckero, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honekong and KOWLOON WHARF AND GODOWA COMPANY. LIMITED, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Claims must be sent in to the OFFICE of the Undersigned, before Noon on the 5th March, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th March will be subject to rent. Uptional Cargo will be forwarded unless notice to the contrary be given before Noon

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,

Hongkong, February 25, 1887. SHIRE LINE OF STRAMERS S.S. BRECONSHIRE, FROM ANTWERP, LONDON, PENANG AND

SINGAPORE. MONSIGNEES of Cargo are hereby in-O formed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowsoon Whars & Godown Co. at Kowloon, whence and/or

346 from the Wharves or Boats delivery may be Optional Cargo will be LANDED HERE, unless notice to the contrary be given before

4 p.m. To-bay. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 2nd Proximo will be subject to rent at the rate of one cent per package per day.
All Claims against the Steamer must be

presented to the Undersigned on or before the 2nd Proximo, or they will not be re-No Fire Insurance has been effected. Bills of Lading will be countereigned by ADAMSON, BELL & Co.

Agenta Hongkong, February 28, 1887.



otices to Consignees.

INDO-OHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

ITHE Company's S.S. Winnsang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf AND GODOWN COMPANY'S West Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the 4th March will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

General Managers. Hongkong, February 25, 1887.

## For Sale.

NOW ON SALE

### CHINESE DICTIONARY CANTONESE DIALECT,

DR. E. J. EITEL. CROWN OCTAVO, Pr. 1018.

Hongkong, 1877-1883. A-K, ... ... К.М., ... ... \$2.50 ... \$3.00 Part III. Part IV. T-Y, ... ... \$3.00

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphapetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide Canton

to the student A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of & Co. Surnames, is published separately. LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

FOR SALE. COMPLETE REPRINT, in Pamphlet A Form, of the proceedings in the RECENT LIBEL CASE of

REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the

PITMAN V. KESWICK AND OTHERS.

Price per Copy, - - - 50 Cents. China Mail OFFICE.

## To-day's Advertisements.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN or 1886.

TNTEREST due and DRAWN BONDS of this LOAN will be Payable at the OFFICES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION on and after 1st day of March, 1887. JOHN WALTER,

Acting Chief Manager. Hongkong, February 28, 1887.

TATANTED TO PURCHASE A STEAMER, of 1,200 to 1,500 Tons REGISTER,

be in good order and working Send Full Particulars, Price, &c., &c.,

JNO. W. HALL, Auctioncer, Үоконама.

28th March, 1837.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW. The Co.'s Steamship Captain Pocock, will be despatched for the above Ports on WEDNESDAY, the 2nd March, at

Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, February 28, 1867. THE OHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship Diamante.

Capt. McCastin, will be despatched for the above Ports on WEDNESDAY, the 2nd March, at

For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, February 28, 1887.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Steamship A. Hunt, Commander, B. will be despatched as Ca above on THURSDAY, the 3rd March, at Ch

Daylight. The attention of Passengers is directed Lo to the superior Accommodation offered by M this Steamer. First-class Saloon and Cabins M are situated forward of the Engines. N Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures Sa the supply of Fresh Provisions during the 3

entire voyage. A duly qualified Surgeon is carried. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

To-day's Advertisements.

POSTPONEMENT OF SALE.

PUBLIC AUCTION. THE Undersigned has received instruc-1 tions to Sell by Public Auction, on

MONDAY. the 7th of March, 1887, at 11 a.m., on

THE BRITISH THREE MASTED SCHOONER WANDERING MINSTREL.

of 362 Tons Register, Built in 1875, and Newly Sheathed with Yellow Metal, with all her TACKLE and APPAREL, as she then lies in the Harbour, near the Cosmopolitan Dock.

TERMS OF SALE .- One-third of the Purchase Money to be paid after fall of hammer, the remainder upon transfer; the Vessel to be at Purchaser's risk immediately Reynell, Kultzu, Pood, Myburgh, Mr and after being knocked down. A STEAM LAUNCH will leave Pedder's

Wharf at 10.45 a.m., for further Particulars, apply to the Accrionegr. G. R. LAMMERT,

Hongkong, February 28, 1887.

Not Responsible for Debts. Aleither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during passage their stay in Hongkong Harbour:-

AMPHITAITE, British ship, Captain C. A Inderson.-P. & O. S. N. Co. Annie, German barque, Captain J. F.

Kröncke. - Wieler & Co. DANIEL J. TENNY, American ship, Capt. Bec. S. Wilson.—Takasima Co. SARAH HIGNETT, American ship, Capt. A. Morgan.—Ed. Schellhass & Co.

SHIPPING.

ARRIVALS. February 27, 1887 :--Ping-chao-hai, Chinese gunboat, from

Centaur, German barque, 968, Christians. son, Iloilo February 9, Timber. - WIELER Thames, British steamer, 2,131. W. Seaton, Shanghai February 24, Mails and General.-P. & O. S. N. Co.

Thibet, British steamer, 1,671, W. Mudie, Yokohama February 19, Mails and General.-P. & O. S. N. Co. James Watt, British steamer, 1,031, A Petr e, Saigon February 22, Rice. -- RUSSELL

Cardiganshire, British steamer, 1,623 Wilkins, N. gasaki February 22, General. ADAMSON, BELL & Co.

Tritos, German str., 1,340. A. Bleicken, Saigon February 22, Rice and Paddy .- ) SIEMSSEN & Co. Mosser, British steamer, 1,323, F. H.

Titzek, Kutchinotzu February 23, Coal.-RUSSELL & Co. Vorteaerts, German steamer, 612, Bruhn Saigon February 22, Rice. - WIELER & Co.

Kung-pai, Chinese steamer, 602, G. Buchanan, Shanghai Feb. 23, General.—C. M. S. N. Co. Lee Sang, British steamer, 1,000, W. E. Sawer, Wuhu February 23, Rice.-JAR-

DINE, MATHESON & Co. Greyhound, British steamer, 227, Geo. Wright, Pakhoi February 24, and Hoihow 26, General.—Adamson, Bell & Co.

February 28:-Poumben, British steamer, 886, W. H. Leask, Swatow February 27, General. JARDINE, MATHESON & Co.

Wellingdorf, German str, 728, Schluck, Saigon February 22, Rico. -- WIELER & Co. Wolf, German gunboat, from Whampon.

DEPARTURES. February 27:--Formosa, for Swatow. Kung pai, for Whampoa. Lee Sang, for Whompoa. General Werder, for Yokohama. Duburg, for Amoy. Cheang Hock Kian, for Swatow.

Danube, for Hoihow and Bangkok. Woosung, for Saigon. Ping-chao-hai, Chinese gunboat, for Canton. February 28:-

Braunschweig, for Shaughai. Cardiganshire, for Singapore and London. Erminia C. for London. Strathairly, for Kutchinotzu. Jacob Christensen, for Kutchinotzu. China, for Saigon. Independent, for Saigon. Marie, for Hiaphong.

Leander, British cruiser, for a cruiso. Paumben, for Whampoa. Tetartos, for Nagasaki. Bantam, for Saigon, Singapore and Batavia. Ningchow, for Shanghai. Himalaya, British troopship, for Singapore.

OLEARED. 369 Kut Sang, for Swatow and Shanghai. Greyhound, for Heihow and Pakhoi.

PASSENGERS.

Per Thames, from Shinghai : for Hongkong, Sir R. Rennie and native servint, Messrs P. Cameron, J. P. Bland, Yuen Pun, Ng Pong Ke and 2 servants, Julius Petersen, R. C. Flockton, and 16 Chinese; for Bombay, Mr H. Stead, Miss Sammi for London, Mrs Moorhead and 3 daughters, Rev. A. and Mrs Fostor, Miss Green, Rev. R. and Mrs Burnet and 2 infants, Capt. P. A. Alderton, Messra E. Street and Coates. Per Thibet, from Yokohama, Mr Kenn, Mr and Mrs Brooke, Capt. and Mrs Walker and 3 sons, Me.srs R. W. Donohue, J. J. Butson, MrMacIntosh, Mr and Mrs Deakin

and child, Messrs Parfitt, F. S. Morse, Ralaten, Mrs Petersen, 2 children and amah, Mesars W. Payno, H. Jones, W. Riley, Mr Cartman and servant, Mrs Ching, son, child and infant, Mrs Pang Lou and child, Messrs Ah Woo, S. Matenwo, H. Saystaro, J. Koremasa, E. Cheong, G. Matsuaki and T. Aoki, and 19 Chinese. Por James Watts, from Saigon, 20 Chi-

Per Tritos, from Saigon, 16 Chinese. Por Kung pai, from Shanghai, H.E. Woo La Ching and suite. Por Greyhound, from Pakhoi, &c., 41

Per Wellingdorf, from Saigon, 2 Chinese.

Per General Werder, for Yokobama, Professor Dr. Eggert and family, Messrs N: Ziese, Edgar Voigt, W. Wilcke, E. Lembeck, O. von Have, Dr. and Mrs Campbell. Per Braunschweig, for Shanghai, Prince Friedrich Leopold of Prussia, Major von Nickisch Rosny and servants, Consul Bock, H.E. Yue, and Mc Yue, 6 Chinese Ladies and servants, Messrs H. Leroy, Lewis. Mrs Vyvyan D'Oly Wintle, Mr and Mrs Nickels, Mr Salinger's Opera Company. Per Formesa, for Swatow, Mr H. Wilzer; for Amoy, Messrs Souza, Cooke, R. D. Pryde, R. Donaldson; for Taiwanfoo, Mr

Per Bantam, for Saigon, &c., 3 Enro-371 peans, and 784 Chinese.

Per Kut Sang, for Swatow, 12 Chinese. Per Grephound, for Hoibow, 35 Chinese.

SHIPPING REPORTS

The German steamer Trites reports : Had

fine weather with little monsoon the whole The British steamer Greyhound reports : From Pakhoi to Heihow, light N.E. wind, and very thick foggy weather. From Hoihow to Hongkong, light N.E, wind and fine

EXPORT CARGOES.

Per S. S. City of New York, sailed 12th February :- For Yokohama, 12,833 bags Sugar and 114 pkgs. Merchandise; for Hono-Julu, 100 bags Beans, 216 pkgs. Merchan- | \* Gold Coast. dise and 60 boxes Prepared Opium; for San Francisco, 20,469 bags Rice, 600 bags Beans, 28 bags Coffee, 150 boxes Nut Oil, 35 bales Cinnamou, 50 bales Gunnies, 4 cases Silks and 1,928 pkgs. Merchandise; for \* Victoria, B.C., 215 bags Rice and 30 pkgs. Merchandise; for Panama 2,800 bags Rice, | \* Iceland 261 pl gs. Merchandise and 20 cases Silks for San Jozé de Guatemala, 10 cases Silks for Callao, 2 cases Silks; for New York, 5

bales Raw Silk. Per S. S. Lacrtes, sailed 19th February For London, 11,123 boxes Ten, containing 228,480 lbs Scented Caper, 4,860 lbs Scented Orange Pakoe-total 233,340 lbs Tea, 45 pkgs. Canes, 6 pkgs. Gongs, 5 pkgs. Curios and 6 pk s. Sundries. Per S. S. Numberg, sailed 21st February: -For Hamburg, 493 pkgs. Canes, 50 cases Star anisced, 87 bales Feathers, 500 bales Cassia, 5 cases Merchandise and 3 cases Black-wood-ware; for London, 5 cases Merchandise; for Bremen, 448 rolls Mat-

Merchandise and 200 cases Gallnuts; for Hamburg option London, 100 boxes Stara-POST OFFICE NOTICES. MAILS will close:-

ting, 418 bags Tons; for Antwerp, 6 boxes

For SWATOW & SHANGHAL --Per Kut Sang, at 11.30 a.m., on Tuesday, the 1st March, instead of as previous ly notified. For SWATOW, AMOY & FOOCHOW.-Per Namoa, at 5 p.m., on Tuesday, the

lst March. For HOIHOW, SINGAPORE & BANC-Per Killarney, at 10.30 a.m., on Wednesday, the 2nd March.

FOR STRAITS AND CALCUTTA. Per Wingsang, at 2.30 p.m., on Wednesday, the 2nd March.

For AMOY & MANILA -Per Diamante, at 4.30 p.m., on Wednesday, the 2nd March. For PORT DARWIN, SYDNEY & MEL-BOURNE.

Per Tsinan, at 5 p.m., on Wednesday, the 2nd March. For SAIGON .-Per Tritos, at 3.30 p.m., on Thursday,

the 3rd March. Per Vortigern, at 4.30 p.m., on Thursday, the 3rd March. For NAGASAKI, KOBE & YOKOHAMA.

Per Thibet, at 5 p.m., on Thursday, the For PENANG & CALCUITA.— Per Japan, at 0.30 p.m., on Friday, the

4th March.

MAILS BY THE BRITISH PACKET. The British Contract Packet Thames will be despatched on TUESDAY, the 1st March, with Mails for the United Kingdom, Europe, and countries beyond, via Brindisi; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH MAIL. The following hours are observed in closing Mails, &c., by the British Contract Packet :--

Day of Departure,-Noon. - Money Order Office closes. 2 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

3 r.m.-Mail closed, except for Late Letters. 3.10 P.M.—Letters may be posted with Late Fee of 10 cents until 3.30 P.M.—When the Post Office closes

entirely.

POST OFFICE NOTICES. MAILS BY THE FRENCH PACKET.

The French Contract Packet. Iraouadd will be despatched on TUESDAY the 8th March, with Mails to the United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burnah, Coylon, India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing - the Mails. &c.

MAILS BY THE UNITED STATES PACKET .-The United States Mail Packet City of Peking will be despatched on WED-NESDAY, the 9th March, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :--

2,15 P.M. Registry ceases. 2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of depar-

## Money Orders.

1.-Money Orders are issued at Hongkong and Shanghai on the following coun-

tries and places:---\* Madeira. Amoy. \* Multa. Azores Is. \* Mauritius. Belgium. \* Natal. Bermuda. \* Newfoundland. Canada. New South Wales Canton. New Zealand. Cape Colony. North Borneo. Ningpo. (Constantinople) \* Norway. Port Darwin. \* Denmark. \* Portugal.

Egypt. Queensland Faikland Is. \* S. Helena. Foochow. \* Seychelles. \* Gambia. Shanghai. \* Germany. \* Sierra Leone. South Australia. Straits Settlements. Hankow. Swatow. Hawaii. \* Sweden. Hoihow. \* Switzerland.

Hongkong Tasmania. Holland. United Kingdom \* Honduras, (Br.). United States. Victoria. Western Australia. Ltaly. \*West Indies (British Japan. Danish, and Dutch). Lagos.

2-Orders on the Countries marked \* are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1, for which the remitter should in British currency. 3.-The commission charged is as follows

(according to the currency the Order is drawn in). Up to £ 2, or \$10, or R 20,.....0.20 cents. £ 5, or \$25, or R 50,.....0.40 £ 7, or \$35, or R 70,.....0.60 ,, £10, or \$50, or £100,.....0.80 ,, R150....\$1.00.

4.—No Order must exceed £10 or \$50 (unless drawn on India, when R150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail. 5.-Money Orders on the United Kingdom for even sums not exceeding 25 are The publication of this issue commenced granted by means of Postal Notes, as to

which see separate notice or the Hongkong Postal Guide. 6.—Sums not exceeding \$50 may be remitted between the Ports of Units D means of Postage Stamps, subject to a charge of one per cent. for cashing them or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

+ By means of Postal Notes.

CHINA COAST METEOROLOGICAL REGISTER.

F	EBRUJI	37 Z	7.—.	<u>'</u> _	<u>,</u>		
The state of	g	8		Wind.		, · . (	<u> </u>
Station.	Harometer red to see level shil 82 o Fbt.	Temperature	Humidity	Direction,	Force.	Weather	Rain during previous 24 hr.
Mapila	29.81	67	53	E	3	Ъ	-
Haiphong.	29,81	65		NW	[	c d	
Hongkong	39,00	58	84	E	1	0	
Amov	ا م ا				_		-
Foodhow	30.12	<b>52</b>	66		5	C	_
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Manila				SW	<u>;                                    </u>	0	—
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Hongkong	30.05	59	80	E	3	0	0.01
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Wl'ostock.	29.94	23	80	N	3	0	-
The bar	ometer	· has	risc	n in	the	Sout	h and
gradients							

The temperature is moderate, the humidity rather high and the weather overcast. W. Doberck, Government Astronomer.

Hongkong Observatory, February 28. 1. BAROMETER, reduced to 82 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths. 2. Temperature, in the shade in degrees,

Fahrenheit. 8. HUMIDITY, in percentage of saturation, the humidity of alr saldrated with moisture being 4. Diagorion or Wind, to two points. 5. FORCE OF WIND, according to Beautor

3.40 P.M. - Late Letters may be posted hasi, t lightning, o overcast, p passing showers, on board the packet with Late qually, rrain, snow, thunder, v visibility, Fee of 10 cents until time of week (wet). 7. Rars, in inches, tenths and hundredths.

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	v əsseis auv	etused sa ro	auing.	
Destination.	Vesse's.	Captain.	Agents.	1 ate of Leaving.
Bremen, and Ports of Call				March 21, at noon.
alcutta	Japan (8)	T. S. Gardner	David Sasscon, Sons & Co Jardine, Matheson & Co	March 4, at 1 p.m. March 3
	Paumben (s) Thames (s)		P. & O. S. N. Co	March 1, at 4 p.m.
ondon, via Suez Canal	Nestor (8)	Thompson	Butterfield & Swire	March 2,
Tanila, via Amov	Diamante (s)		Russell & Co	March 2, at 5 p.m. March 8, at noon.
Marseilles, and Ports of Call Nagasaki, Kobé and Yokohama			P. & O. S. N. Co	March 4, at daylight.
Port Darwin. &c	Tainan (8)	A. Hunt		March 3, at daylight.
lan Francisco, via Yokohama	City of Paking (s).		• <del></del>	March 8, at 3 p.m. April 5, at 3 p.m.
San Francisco, via Yokohama	Bryphilda	R. Meikle	Russell & Co	Quick despatch.
Shanghai, via Swatow	Kutsang (s)	Young		March I, at noon. March C
Shanghai, via Amoy		d'A de St. Croix	Butterfield & Swire	
Swatow, Amoy and Foochow	**************************************		Douglas Lapraik & Co.,	March 2, at daylighte
4.6、大学的文艺的一点,这是100mm,这个文艺的时间的100mm。	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1.5%分解的增加的复数形式的复数形式的表现的		Construction of the state of th

MEMOS. FOR TO-MORROW. Shipping.

4 p.m. English Mail leaves for Ports of Call and Europe. Meeting. 4 p.m .- Meeting of Shareholders of

Hongkong Hotel. Miscellaneous. Dividend of 7 % on Shares of H.K. & W'pon Dock Co., Ltd., payable at H.K. & S'hai Bank. Interest of China Merchants' S. N. Co.'s

Debenture Lean of 1886 payable. General Memoranda. WEDNESDAY, March 2:-2 p.m. -Auction of Household Furniture. &c., at Mr J. M. Armstrong's.

4.30 p.m. -Public Meeting in the City Goods per Breconshire undelivered after this date subject to rent. THURSDAY, March 3:--9 p.m.—Meeting of Zetland Lodge.

FRIDAY, March 4:--Goods per Wingsang undelivered after this date subject to rent. SATURDAY, March 5 :-

Goods per Braunschweig undelivered after this date subject to rent. this date subject to rent. MONDAY, March 7:-11 a.m. - Auction of Wandering Minstrel

on Board. THURSDAY, March 10:-Noon.-Meeting of Shareholders of the China Sugar Refining Co., Ltd., at the General Agents' office. 12.30 p.m. - Meeting of Shareholders of the Luzon Sugar Refining Co., Ltd., at the General Agents' office.

WEDNESDAY, March 16 ;-Noon.-Meeting of Shareholders of The Hongkong Fire Insurance Co., Ltd., at Company's office, the Pedder's

A. S. WATSON & Co., Ltd. ARB NOW OFFERING FOR SALE AT GREATLY REDUCED PRICES.

THE REMAINDER OF THEIR SEASON'S STOCK HRISTMAS CONFECTIONERY. comprising:

CRYSTALLIZED FIGS, APRICOTS, GREENGAGES, &c., Boxed FRUITS, Figs, allow. All such orders must be expressed RAISTNS, JORDAN ALMONDS, ASSORTED FRENCH SWEETS. CHOCOLATES, FANCY BOXES,

CRACKERS,

&c., &c., &c.

S. Watson & Co., Limited HONGKONG DISPENSARY. Hongkong, January 13, 1887.

This morning, the 28th Instant, at Bel

levue, the Wife of CHARLES VON BOSE, of a

# The China Mail.

at 7.25 p.m.

HONGKONG, MONDAY, FEBRUARY 28, 1887. Oun private advices from Shanghei are to the effect that the decision in the case of the Wan-nien-ching v. Nepaul (which was given at Shanghai on Wednesday, the 23rd, and intimated by us in Saturday's issue) had caused considerable excitement in the Settlement. It may he added that the news created some surprise here, as most of those competent to form an opinion on the known facts had concluded that at least a decision pronouncing both parties to blame was the most likely result. Those anthorities who seem to be most familiar with the custom which obtains on the Yangtsze are of opinion that the admission that the Wan-nien-ching omitted to sound a bell and improperly blew a steam-whistle while at anchor was or ought to have been fatal to the exoneration of the transport from blame, as that whistle was the key-note to everything which was wrongly done subsequently. Admitting that the Nevaul may have, as the judgment lays down, been going at too great a rate of speed, her power of avoiding an anchored vessel (if such obstruction had been clearly indicated) was all the greater. And yet the Nepaul is charged with manceuvring in ignorance of actual facts' when the Pilot of the Nepaul was simply acting upon a perfectly well understood costom of the Riveri.s., one blast of the whistle. Had the accident been decided to have been 'inevitable,' but little could have been said, perhaps, on either side; but when it is known that the chain of circumstances which led to the disastrons collision had its origin in this blunder, it seems to us incomprehensible that the Nepaul can be held solely to blame. On

to us that the character of the fog (one of the lifting and shutting kind common here in the Thames yesterday. 6. State of Weather. 5 blue sty, a de- enough on these coasts) is easily extached clouds, d drizzling, rain, flog, g gloomy, plained. Both vessels were out of it and The Gorman gunboat Wolf arrived here in it at intervals, although at the time to-day from Canton. been thick enough. As the Chief Justice Says, in his judgment, it had arisen mail steamer Braunschweig for Shanghai suddenly. The suddenness, then, of the to-day. fog ought not only to have furnished the Wan Nien-ching. The judgment, to the Defamation and Libel Ordinance. however, does not deal in the most imadmitted facts. As to the changing of that he Ben Line steamer Benvenue, from the order on board the Nepaul from | London, &c., left Singapore on the 26th hard-a-port to hard-a-starboard, the instant for this port. Nautical Assessors advised the Judge that the Aspaul was wholly wrong. Caprain Ogston, for a number of years What might be the particular effect of master of the Canton river steamer Hankow, Dent Both, Johnston; Commander Boan erroneous impression made on the mind of the Nepaul's Pilot by the blune der of the Wan Nien-ching's whistle, Navigation Co.'s steamer Handdow. coppled with the doubtful appear-

the question of fog or no fog, it appears

the Nautical Assessors do not discuss afternoon for a cruise. with that accuracy and falness which one might expect. We entertain a Duning the week ending 27th Febru ary Noon.—Kutsang leaves for Shanghai, &c. strong suspicion that, had the Wan 101 European and 2,826 Chinese visited the Nien-Ching really been a passing City Hall Museum. steamer (as she by her signal representany collision. It is inexplicable, therefore, why the Nauticul Assessors could

was free from blame.

We have already said that the failure to ring a bell in a fog ought, in the opinion of many competent authorities, But the learned Judge has held that, as Coast port Consulates in connection with the Chinese have not assented to the judicial work. Regulations of the Road, they are not bound by them. This is a dictum which ought, we think, to be applied to both parties when the non-observer claims heavy damages from the observer of such Regulations. But even taken upon the stairs the house was packed and nearly all common platform of general maritime the seats upstairs were filled. A lengthy principles, or, as we have already said, programme of songs, dances and a farce was upon the established custom recognised gone through and listened to with great on the Lower Yangtsze, it is difficult to attention. conceive how the Chinese steamer can Goods per Ningchow undelivered after escape its contribution to the negligence As will be seen from an advertisement in as would relieve the Wan Nien-china from the responsibility of sounding the fog-bell, then it could not well have in fault for going at half speed only. The and after to-morrow.

argument seems to cut both ways, alsteamer only.

[SUPPLIED TO THE 'CHINA MAIL'] (Via Southern Line.) THE EARTHQUAKE IN ITALY. LONDON, 25th February, 1887.

TELEGRAMS.

The Earthquake in Italy reported yester day has caused immense disaster, several villages having been destroyed and 1,500 people killed.

A GERMAN MILITARY VOTE AP-PROVED OF. LONDON, 25th February, 1887. The Reichstag has approved a vote credit for military proparations.

LONDON, 26th February, 1887. The Bulgarian negotiations are progress ing favorably. THE GERMAN, ITALIAN AND AUS

THE BULGARIAN NEGOTIATIONS.

TRIAN ALLIANCE RENEWED. LONDON, 26th February, 1887. The alliance between Germany, Italy and Austria has been renewed.

(From Le Saigonnais.') FRENCH POLITICS. Paris, 15th Feb. 1887. M. Blancsube has interpellated the Minister of Marine with regard to the order t discontinue the sending home of wounded and sick by the State transports, and he criticised the service of the Companies. In the Chamber of Deputies another interpellation was addressed to the Government on

its home policy. The discussion finished

LOCAL AND GENERAL. PASSED SUEZ CANAL. phitrite, Chelydra, January 25; Cachar, 28 : Yorkshire, February 1; Agamem non, Flintshire, Palamed, 8: Glenfalloch Lennov. 11; Benledi, Glamorganshire, Titan, 15; Benlavers, Chingwo, 18 Ava. Diomed, Hesperia, Palinurus, MEWARD BOUND :- Altonower, Feb. 8 Telemachus, 15; Glenogie, Neckar, Pan-

dora, Priam, Saghalien, Lydia, Mark Lane, 18; Patroclus, 22. The Melbourne, with the FRENCH MAIL of on the 26th Feb., at noon, and may be expected here on or about Sunduy, the 6th March. This Packet

from Hougkong on Dec. 21st. London, left Singapore on the 24th inst., and may be expected here on or about the 2nd prox. e O. S. S. Co.'s steamship Antenor, from Liverpool, left Singapore on the 25th inst., and may be expected here on or about the 4th March.

don, &c, left Singapore on the 26th Feb., and may be expected to arrive here on or about the 4th March. he Norddeutscher Lloyd S. S. steamer Baiern left Bremen on the 10th inst., and may be expected here on or about the 27th March.

Mr. Mitchell-Innes lias been appointed a member of the Board of Examiners. CAPTAIN Alderton, of the Nepaul, arrived

of the collision the fog appears to have The Salinger Opera Co. left in the German

some excuse to the Nepaul, but to have His Excellency the Acting Governor has placed some additional responsibility on given his assent in the name of the Queen partial manner with this portion of the Messes Gibb, Livingston & Co, inform us

has left here for Amoy, to join the China

Acriso Police Inspector Baker has been the vessel which was presumedly appointed Acting Inspector of Markets and crossing his vessel's bows (while an Examiner of Weights and Mansures, she was really at anchor), and what the pice Impector Quincey returned to Police Pilot would naturally have done under | duty.

the circumstances, are questions which The British cruiser Leander left here this

ed herself to be), the first steps taken Trisexpected that the P. & O. Co. willappeal Campbell, Moore & Co., Ld., at the by the Nepaul would have prevented against the decision delivered by Sir R. Rennie with the advice of Assessors, in the Wan Nien-Ching v. Nepaul collision have advised that the Chinese steamer

> SIR Richard Rennie, Chief Judge of H. B. M.'s Courts for China and Japan, arrived to have established contributory negli- here from Shanghai yesterday in the Thames. gence on the part of the Chinese steamer. He is on a tour of official inspection of the

On Saturday evening the Garrison Lily Minstrels gave another enjoyable smoking concert in the City Hall Theatre. Down-

which led to this almost inevitable ac- another column the interest due and drawn cident. If the fug was just such a fug bonds of the China Merchants Steam Navigation Company's debenture loan of 1886 will be payable at the offices of the Hongbeen such a fog as would place the Nepaul | kong and Shanghai Banking Corporation on

though the judgment assails the English Der Ostasiatische Lloyd says that the loan of five million marks at 52 per cent. per annum contracted by Li Hung-Chang with a German banking company, as reported by the Chinese Times, was contracted with Messrs Carlowitz & Co., but that the agent for the loan is not Wu-ting-fang, as stated, but Messrs Robert Warschauer & Co., Berlin. The loan is to be in gold.

THE master of the Kam Lee launch was charged at the Police Court to-day with carrying on board his launch eight passengers in excess of the number allowed by his licence. The launch was licensed for 71 and Sergeant Harkins found 87 on board. The passengers were returning from the races. The accused was ordered to find surety in \$50 to be of good behaviour for

six months. THE latest Manila Comercio's to hand contain letters from Bacat, the headquarters of the expedition sont from Manila to punish the rebel Datto Utto and his followers in the Rio Grande of Mindanao, the largest island of the Philippine group. So far, however, the operations have been merely preliminary and confined to simple skirmishing. A general advance was to be made on the enemy's position on the 2nd inst.

We have to record the death of three Macaoese gentlemen within the last week, who had reached the rips old age of over 80 years. Their names are: the Rev. Francisco Xavier da Silva, canon of the Macao Cathedral, Mr Thomas d'Aquino Migueis, and Mr Romão Lourenço do Rozario. The two former gentlemen died in Macao and the latter gentleman in Hong-

with the passing of an order of the day pure THE Haiphong correspondent of Der Ostasightsche Lloyd says. The trade of Lackai with the province of Yunnan has not in the least assumed the dimensions which it was said it was sure to assume. Doubt is there-OUTWARD BOUND :- Colombo, Dec. 31; Am- fore beginning to prevail as to whether the projected railway, Hanoi-Dapkau-Laokai will not be a great fasco. What is the cause of the bad trade at Lackai it is difficult to discover. The opinion of the chief of oustoms there is that a Chinese customs cordun prevents all passage of

YEUNG SHUL, contractor and leasee of the January 28th, was to leave Singapore | houses No. 55, 57, 59 and 61 Queen's Road Central, who was charged some weeks ago with furnishing false and incorrect particulbrings replies to letters despatched lurs relative to the valuation of these houses, was fined \$200 to day by Mr Mackean. As Glen Line steamer Glenlyon, from the Magistrate made it a condition of his giving judgment that the arrears should be paid up, we doubt not this condition has been fulfilled. If it is true, as the Colonial Treasurer hinted, that the lessee has likely been cheating the Government for years we e Ben Line steamer Benrenue, from Lon- think the acoused has got off with a remarkably easy fine.

> THE British troopship Himalaya sailed this afternoon for England with the timeexpired and invalided naval and military men for whom she brought out reliefs. The names of the military passengers are as follow :- Major Cochrane, in command; Lieut, Hon. A. Lambart and Mrs Lambart; Lieut. Mills, R.E.; Captain Bolton and Lieut. Parkin, 58th Regiment; Dr Harris, Quarterniaster Thomson, of the Medical Staff : and Mrs Bunbury. Royal Artillery : -14 N. C. Officers and

men, 8 women and 13 children. Royal Engineers :- 8 N. O. Officers of the Staff and 29 N.-C. Officers and men. Northamptonshire Regiment: -37 N.-C. Officers and men, 6 women and 4 obildren. Medical Staff Corps :- 7 N.-C. Officers The Naval Passengers are :- Captain

Trotter, R.M.A.; Captain McDonnell, R.M.L.I.; Lieut. Holman, R.M.L.I.; Lieut. McMurdo, R.N.; Chief Eng. Hobbs; Eng. Kerr; Eng. Fielder; Asst.-Eng. billiard : Lieut. Farewell : Dieut. Merodith : Paymr. Farwell; Chief Engr. Runaber : Surgeon Newland : Gunner Pauley : Lieut, Hollam; Asst. Payr, Clerk; Busen

Kennerly. Totals -- 19 Officers and 297 men for England, 2 Officers and 25 men for Surrepore

Hongkong, February 28, 1887.

ALLEGED THEFT OF A GOLD

Province of Kwangtung, with his suite, arrived here yesterday in the China Morchants steamer Rangpai from Shanghai. During the day, he paid a visit to H. E. the Acting Governor at Government House. He proceeded to Canton yesterday evening in the Chinese gunboat Peng Chao Hai.

A CORRESPONDENT, who, like most residents cannot restrain his indignation over the presposterous amount of saluting which yesterday was inflicted on the community. writes to ask if nothing can be done to prevent the recurrence of such a positive annoyance. From early morn till dust, the community were startled at brief intervals by the firing of heavy guns or heavy charges from small guns, and the firing seemed to be heaviest at a time when it was likeliest to give the most annoyance, during church service. Of course we do not suppose this was done out of pure malico, but if the saluters had tried to select a more inappropriate time they could not have done pin. so. Though the Chinese were the greatest offenders in one respect, having started the powder-wasting shortly after six o'clock, causing those whose windows faced the water to be almost shaken out of their bed. we regretted to notice that the foreign menof-war were also guilty parties. From the Chinese we scarcely expect any respect for the Sabbath, if we do not compel it, but we might have looked for better things from the ships of civilized nations. At one time, saluting was never heard of on Sunday, and we have no doubt residents appendage of the word 'Maru' to the names of every shado and creed would gladly welcome this good old practice back again. Another rule, which, we believe, is still observed by all but Chinese, is that no saluting shall take place before eight o'clock. If this be a rule, then the parties responsible should see it enforced. If there be no such rule, then the sooner one is framed | throughout the country. A similar cumthe better. For ourselves, we should prefer to see the senscless, annoying and expensive practice of saluting everything and everybody entirely done away with. This, however, is, we suppose, asking too much. Least ways, we think we are entitled to claim that the quiet of Sundays should remain unbroken by such unholy banging as | this port, to take charge of the Company's the authorities, civil, military and naval will take note.

THE Cologne Gazette of the 7th January

gives some interesting details regarding the Languages to be established at Berlin. appears that a bill for establishment of this Seminary was lately before the Imperial German Parliament and, after favourable discussion, referred to the Budget Commission. The Memorial appended to the bil. states the object of the proposed school of THE Boletin de Cebu says that the German languages to be, to combine theoretical in struction in certain living Oriental languages with practical exercises, in order to give to future candidates of the interpretebers of other professions who possess the requisite degree of intellectual and moral maturity, facilities for the theoretical study and practical mastery of those languages. It is proposed that the instruction to be given shall comprise the following languages, viz. Turkish. Arabic. Persian two languages of India, Japanese and Chiteachers are to be supported, viz. one German teacher possessing a theoretical education and, if possible, familiarly conversant with the respective languages through long residence in the countries concerned, and one assistant teacher selected from among the natives of the respective countries and capable of conducting practical exercises with the students of the Seminary. The instruction to be given is to be gratuitous on the whole. For the benefit of the Seminary annual stipends are provided, amounting in the aggregate to £405, to be distributed among indigent German Seminarists. The distribution of those stipends with reference to the respective languages is reserved for the Administration. For the students of the Seminary a final examination is provided, the passing of which, though not obligatory, will entitle candidates for the interpretorial (consular) service to special consideration. The administration and organisation of the Seminary will be arranged under the co-operation of the Foreign Office, which indicates that the Seminary is viewed as a measure in aid of the political representation of the Empire cost of the establishment of this Seminary is estimated to amount to £2,000 and the annual ordinary expenditure to £3,690. The Empire and Prussia are to contribute. each one half of the latter sum.

The salaries would seem to be aburdly low. Taking away £405 for stipends to students there are left £2195 per annum for salaries of 7 teachers and 7 assistant (native) teachers. Allowing for the latter | thousand pounds sterling less than the the lowest possible salary, say £10 a month | smallest cost at which the stuff can be laid | wife. She has been ill for a long time and of showing that the accident did not occur for each, or £840 per unnum for the seven. there are left £1,355 for 7 German professors or £193 per annum for each. What do the I which is going to land him in a loss of thirty Cambridge and Oxford endowments of Chinese chairs amount to?

THE Shunpag states that a powder magazine in Naugzing (Houchow) exploded on the pight of the 16th inst., and the earth was reported to have been lost and the cause of has Courser.

Owing to the anticipated visit of Prince Choin to Shanghai, the Chinese men-of-war are assembling at Woosung to go through a number of evolutions, so as to be able to present a good appearance when the Prince reviews them .- N. C. D. News.

hama on the 12th instant, according to the and there promise the fishermen a reward Nagasaki Express, will leave again to con- of \$20 to \$30 for every body found, care betinue the search for the Unebi Kan after ing taken to ascertain that spurious bodies the arrival of the Nagato Maru. It is stated that should this second expedition be to obtain so large a reward. Choping asked unsuccessful, the search will be given up.

I have lately seen a delightful little inven- of Woosung, promised only to give Choping tion for holding a ball programme, which, a letter to the mandarin asking his general though a necessary, is often a rather trouble- assistance, and Choping has been waiting some appendage to the et ceteras of ball for the letter which he has now received. attire. This is a little gilt or silvered clip, The funds will not be required from Choping, that securely holds the card, and to it is whose active benevolence is well known to attached a tiny stamp that prints one's all residents, and the surmise that a squeeze name on the partner's card instead of the was intended is a mistake of our informant. trouble of writing it. The whole arrange- Meanwhile, we understand that the tugboat ment is fastened to the dress by a safety- people who have been at the wreck are con-

says :- The man Vastapper, who it is generally believed was bribed by the Chineseemployed detective Mack to give evidence in favour of the Chinese in the notorious riot case, and who afterwards prevailed upon the Chinese authorities here to purchase his grogshop, on the plea that he was afraid to remain on Japanese territory, has returned and re-commenced business as a grog-shop keeper.

THE Nagasaki Express is glad to hear that the Mitsu Bishi Co. have definitely decided to take the lead in discarding the useless of vessels. The Funo Maru (late Prinz Heinrich) will consequently be known as the Fuyo, and the same with all the Co.'s vessels, both present and future. The new iron tow-boat for the Takasima Colliery, lighten the depression caused by the unnow approaching completion at the Co.'s shipyard at Tategami, will be known as the Yugao. In taking this step, we think the Co. have instituted a reform in the out-ofdate foustom which will soon be followed brous appendage, which is probably also dopmed to be discarded soon, is the addi tion of the word 'Kan' to the names of all the Government vessels.

WE take the following from the Nagasaki Express of the 16th instant: - 'Mr J. V. Petersen, of the Great Northern Telegraph Co., left by the Yokohama Maru on Saturday last, after a residence of 15 years in we were afflicted with yesterday. We hope office at Hongkong. Apart from his profession. Mr Petersen has been an indefatigable worker during his long stay in this country: his contributions to the knowledge of the Japanese flora and fauna have been considerable, and have received full recognition from several of the learned societies of Europe: and for his special work in this field for the University of Upsala, the 'Orproposed Seminary for the study of Oriental | der of the Wasa' was bestowed upon him some four years ago by the King of Sweden. The good wishes of numerous friends in Japan will follow Mr and Mrs Petersen in their new home.

> Mr Judd is at present the agent of the Great Northern Company at this port .-

Consul at Manija, Mr Moltendorit, has discovered a hidden treasure in the house of a resident in Cebu, named Legaspi. It is a specimen of conchology, called scientifically Conus gloria maris, of which there are only two others in existence. The first was rial (Consular) service, and to those mem- bought by the English naturalist Cuming in these islands some time between 1839 and 1840, and is now in the Royal Museum in London; the other, whose origin is not known, is, it is believed, in Paris. Mr Mollendorff paid-Mr Legaspi \$150 for this rare specimen, which he intends to send to the Royal Museum at Berlin, and it may be said that he has paid comparatively a trifle for it. According to our information it is Limited. The accused was the shroff in of the highest rarity, as it is only found in the employ of that Company. About the the praya or coasts of Bohol. It is reared middle of November at a meeting of the nese. For each of those languages two in deep water and it is only in great flood shareholders of the Company all matters or severe typhoon that it comes to the in connection with the accounts were taken been collecting shells for more than 30 were placed in the hands of Mr William years, has not found another of the same Legge to collect. I had therefore no oppor-

> Ir is stated that the King of Korea has memorialized the Chinese Government to r lieve him of the cares of kingly office and to substitute the functions of Governor-General of the peninsula. His Majesty is understood to have been moved to this measure by a sense of utter inability to control the discordant political elements that surround him, as well-as by a feeling of hopelessness in the resources of his coun try. The Bins, the Mins, the Lis, the Kims, and so forth, are judged to be families which attach much more importance to persona aggrandisement than to the interests their country, and the King probably feels that he is living in an atmosphere of plotting and scheming which may at any moment become noxious to the national life. progress he is said to entertain no hope. The people's desire to accumulate wealth ceased long ago to be effective, and a poor country, divided against itself, threatened from without and uncertain as to what position it occupies in the world, might well dissipate the kingly ambition of a larger man than the present occupant of the throne.—Japan Mail.

in relation with foreign Powers. The first of a well known merchant who is to set out On the 4th moon last year I joined the spot about 9 miles further out, and on the in a few days for Europe, with the intention establishment receiving \$10 a month. On morning of the collision, having weighed of establishing in Borlin a branch of the 6th moon I complained of the hard her anchor at or about 5 minutes past 6s firm which he represents. Such a proceeding would be natural enough were it Hurley would not let me go and said he Shanghai. The Wan Nien-ching had also not popularly ascribed to the prevailing would give me 85 per month more pay, anchored on the preceding evening at the fashion of belief that not to have commercial dealings with Germans is to be distinctly behind the times. We read again, that a contract for the supply of rails and other material for a projected railway, twenty-two miles long, has been given to a about \$90. He has not paid me my wages | per place at the time of the collision, with Japanese merchant, and that the sum at from the 4th moon to the 9th moon. He proper riding lights burning and a sufficient which he tendered for the job is some five knew that I had collected this \$90 when I lookout maintained, the burden of proof prices now ruling. Why should a same tradesman deliberately undertake a business thousand dollars? Simply, says rumour, because he intends to give the order to Messra, Krupp & Co., expecting thereby to secure for himself the Japanese agency of that emineut firm. That means, obviously, that a long-headed Inpanese merchant, foreseeing that the tide of orders is to set steadily in the direction of Germany. shaken within an area of ten his and over thinks it worth his while to spend thirty 100 houses were destroyed. Two lives are thousand dollars on the chance of procuring a share in the execution of those orders. the addident is attributed to thieves who He must have considerable confidence in had attempted to steal the powder. - Shang- I the strength of his country's affection for Germany, - Japan Maik,

Wu TA CHING, the new Governor of the THE Hupao says that H. E. Tan, the newly | Says the N.-C. D. News :-- We referred appointed Governor of Yunnan Province, some days ago to the order given by the eft Hankow on the 11th inst, for his new Tao-t'ni to a well-known silkman here to recover the bodies of the men drowned in the collision between the Nepaul and the Wan-nien-ching. Chioping was the silkman referred to, and he now furnishes us with the following version of it. He says that the suggestion to search for the bodies owne originally from the Mixed Court inagistrate. who offered the tugbest people Tis. 10 for every body recovered. As no bodies were found, Choping saw the Tao-t'ai on the aub-THE Meiji Marie, which arrived at Yoko- ject and offered to go himself to Woosung wore not produced by the fishermen anxious that the Woosung mandarin should be requested to issue a pruclamation offering the reward; but the Tao-t'ai being afraid PILA Golab, in the Overland Mail, writes :- | that this would encourage the depopulation vinced that the loss of life at the collision has be n greatly exaggerated. The com-THE Nagasaki Express of the 23rd instant pradore of the Wan-nien-ching reported that there were several men drowned in the

transport's 'tween decks, and in her cabins.

but the divers have not succeeded in finding

any bodies in these places, and it is probable

that the only lives lost were those who fell

out of the boat in the rush that was made

WE take the following from Mr Peter Maclean's Shanghai Commercial Circular :-There has been further arrivals from Tientsin, and the extreme severity of winter along the Yangteze valley is past, but neither this incident, nor, in fact, any other -the improvement that has taken place in the values of some cotton stables. and the news that the Shansi Bankers have after an absence of about four years, re-appeared in our midst as credit and financial media, to wit. - has availed to towardness of exchange throughout the past week. The decline in sterling considerably more than absorbs the rise in goods. Yet it would still be well for Importers if the assurance remained to them that the worst had been reached. would then have some abtion of where they are and what they could do. But, as it is, they are utterly 'at sea,' they are consumed with their own anxiety, and they are nowerless to combat the 'great evil' that has come upon them. Moreover, even the hone of screwing something by way of solutium out of the dealers, on whom the enhancement of rates already established is exercising a retiring juffuence, is fast vanishing; and the best of it all is that everybody-outside the swimsays there is absolutely no reason for the present upretting of their calculations. Advices from Tientsin say that the weather has became milder, but here there is as yet no sign of preparation on the part of the steamers for their departure northwards other than that the godowns have been filled with goods ready to be put on board. and which will be shipped immediately the Peiho is reported navigable. At Hankow business was slowly reviving, and woollens have slighly improved at this place in cousequence: and the arrival of a vessel from Chefoo the other day was signalised by some enguiries for goods suitable for that market But from our other dependencies the news of the week has been without in.

ALLEGED EMBEZZLEMENT FROM THE VICTORIA LAUNDRY

COMPANY. Lam Ping was charged at the Police Court to-day, before Mr Wodehouse, with feloniously embezzling and stealing divers sums of money amounting to \$155.81, the month. monies of the Victoria Laundry Company on or about 13th November 1886.

Mr R. C. Hurley said-I was recently manager of the Victoria Laundry Company praya of that island. Mr Legaspi, who has out of my hands at a moment's notice, and tunity of checking with the shroff every account that he then had in his hands The accused was paid at the rate of \$10 a month with no share in the proceeds, and his duties were solely to collect money from our customers. His salary was paid by me monthly up to the end of October, the last being paid on the 25th November. He was not secured. About the 23rd December all the accounts were handed back to me with the exception of nine, and I was asked to collect them as fast as I could. On proceeding to collect these accounts I found that a good many-of them had already been collected by the shroff and had not been handed to me. In fact from the time that the accounts were taken out or my hands in November until the 27th February I never saw the accused at all. On the 27th February as I was going down Tai Ping Shan I saw the shroff in the street. I stopped and spoke to him and wa ked on with him until we came to a constable. when I gave him in charge. I charge him | ing to the Peninsular and Oriental Company with embezzling divers sums of money to of about 1,900 tons register and 600 horse the extent of about \$200. At the beginn- power. The collision occurred on the morning of Novembre 1886 I handed the accused | ing of the 20th January last, between 6 and bills for about \$1,000 with orders to collect 7 a.m. at a spot in the mouth of the River them. As the accused was not secured it | Yangtsze, about 7 or 8 miles from the had been my practice to make him pay in Tungsha lightship. The Nepaul, carrying his collections twice a day whenever pos. the mails, passengers and cargo from RUMOUR attributes growing dimensions to sible and at any rate once a day. German popularity in Japan. Thus we hear The accused, in his defence, said :- preceding evening at about 5 o'clock at a

work and wanted to leave the service. Mr was proceeding up the river toward, I stayed until the 7th moon when I heard spot where the collision occurred, and was my wife was sick. I received no pay : so still at anchor there when she was run into I said to Mr Hurley as you have not paid and sunk by the Nepaul. Format proof me I will go and collect some of those bills having been given by the plaintiffs as to for my expenses. I collected altogether their vessel having been at anchor in a prowent home to the country to look after my was admittedly cast upon the defendants the amount stated by Mr. Hurley. Since able to consider their case in the first I returned from Canton I spoke to the com. instance. They allege in their answer that plainant about the money and told him shortly before 6 30 a.m. on the 20th of Jawhat I had done. I had promised to pay him muary, 18-7, the report in charge of a dulyback the \$90 I had collected.

false. He had been baid in full had never complained of hard work, had never saked an hour. The wind was fresh from the for nor been promised an advance of wages, west-north west; the tide was flood, with a had never mentioned about his wife being force of about half a knot an hour, and the sick, nor about his going to collect accounts I weather was overcast and hazy. The Nepaul to pay himself; and he had never offered | had all her regulation lights burning brighto refund the money.

If and a good look-out was being kept on of her speed and course at the time when Mepous wholly to blame for the collision.

On the application of Mr Hurley the case board of her. The steam whistle of the special danger arose, it appears that There will be the usual decree and reference. to refund the money. was adjourned for a week, bail being allowed Nepaul was being regularly sounded. Unin two sureties of 8000 each.

Michael Murppy, scaman, hailing from Liverpool, was charged before Mr Wode house and Mr. Mackean at the Police Court to-day with stealing a gold watch and chain of the value of £35 from the person Matthew Caldwell, engineer, on Saturlay. Inspector Mackie said - At seven o'docl on Saturday evening after hearing statement made by a boatman, Kwyc Akanc: I went with him along Wanchai Road. On going about 100 vards

cast of the Wanchai Station, I met Ithe accused and three others carrying a man. named Caldwell, who was dead drunk. saw them put him down on the road side, and then I saw the Chinaman who was with me strike a match-and look at the drunk man's chest. When be had done so he called out 'The man's watch is gone.' I asked who the man was and the accused said 'He is friend of mine and is a stoward on board steamer.' We carried the man into the Station and there I found the watch and chain on the person of the accused-in his right-hand side trouser pocket. He said he had taken it with the intention of giving it book and that the soldiers knew what he had done. Before searching the accused said, in his hearing, to the two seldiers 'I must search you to see if you have the watch and chain.' I searched them in the presence of the accused. After I searched them the drunk man began to make a noise and when I went over to attend to him the accused walked out of the Station. My attention being drawn to this, I called him back, and herather unwillingly obeyed. then searched him and found the watch and

it was missing. Cross-examined by the prisoner-I never told you to go. I gave you plenty of time to say you had the watch. You had fully 10 minutes in which you could have told

chain. He never said a word to me about

having the watch when the boatman said

Mathew Caldwell said he was an engineer unemployed and resided at the Temperance Hall. The watch and chain in Court were his property. He valued them at £35. He knew nothing about how he came to lose

The accused said-Caldwell's watch fell out of his pocket and I put it into mine with the intention of giving it back next morning. The two soldiers knew I was doing this to keep the watch in safe custody. They saw me take the watch.

The two soldiers, F. Simmonds and James Stanley, said they knew nothing about the watch and chain. They did not see the accused take them and he never told them he had done so. The prisoner was committed for trial at the Supreme Court. Matthew Caldwell, the complainant, was fined \$1 for being drunk and incap-

ASPECTS OF THE MONTH AND

GARDEN OPERATIONS. (The Hongkong Almanack.) March was the first month of the year in the old Roman calendar. The name is derived from Mars, the god of war, of hunting, and of all manly and warlike exercises. He was esteemed by the Romans as the patron of their city and the Father of Romulus the first of their monarchs.

The mean temperature of this month is about 64 degrees, 4 degrees higher than in February. The thermometer ranges from 55° to 76° including the night and day temperatures, and the average rainfall is about inches. There are generally in this month many fine days with warm sunshine, tempered the greater part of the month by the cool dry wind of the North East Monsoon; buf sometimes haze prevails for some days and thick fog will occasionally settle down for neveral hours. Vegetables .- Sow cucumbers, Indian corn,

bean. Dry herbs, as sweet basil, marjoram, thyme, and sage. Ornamental Plants Summer flowering annuals as the different varieties of cockscombs, balsams, zinnias, ipomæa quamælit must be sown about the middle of this

Chinese long beans, and camavalia or sword

Last year's wood of buddleins and pointhat shortly before the collision he had settias are to be out off to within a few changed his original intention of getting inches of the bottom of the shoot. underweigh by reason of the weather begin-Most kinds of forns which are in too small pots, must now be given larger pots and good soil, and those which are in too large pots may be divided. Many other plants will also require pot

THE NEPAUL-WAN NIEN-CHIN

COLLISION CASE. judgment given in the action brought by the Governor of Formosa as owner of the Chinese transport Wan-nien-ching against the Peninsular and Oriental Steam Navigasteamer Nepaul. The judgment was delivered by Sir Richard Rennie on the 23rd

On the 23rd instant. His Lordship doli vered judgment as follows:-This is a cause of damage instituted on behalf of the owners, master and crew of the Chinese steam-vessel Wan Nien-ching against the British steamship Nepaul, a vessel belong-Hongkong to Shanghai, had anchored flie ficensed pilot, was proceeding lowards the Mr Hurley (recalled) said every one of Tungsha lightship, at the mouth of the the statements made by the prisoner was river Yangtze, heading north-west i north and making between six and seven knots der these circumstances, those on board

the Nepaul heard the sharp blast of a denly heard a sharp blast of a whistle which TRIAL AT SHANGHAI OF AN EN steam whistle nearly ahead or a little on he took to be another steamer coming out the port bow, and supposing that the of the river, nearly ahead, or a little on The N.-C. D. News of the 23rd instant ressel from which the sound proceeded was the port bow, upon which he gave the gives the following description of a new onapproaching and directing her course to orders hard-a-port stop, and full speed gine the fuel supply of which is kerosene; starboard, the engines of the Nepaul were astern. He thought, he says, that the Some time ago we mentioned that the out full speed astern and the order given other vessel had seen him first and that C. & J. Trading Co., Ld., were importing a mediately after such order was given, and words, the pilot says, he saw a light under engine has since arrived and has been fitted before it could be carried out a bright light | the fore-yard, seemingly a mast-he d light, | into a launch which was built by Boyd & suddenly came into view nearly ahead, and mearly ahead, or a little on the port bow. At | Co. expressly for it. This launch is 27 feetas this seemed to indicate a vessel crossing the same time he saw the spars of the other long, with 5 feet 8 inches beam. 2 feet 8 to starboard, the helm of the Nepaul was vessel, and thereupon assuming that she inches deep and a draught of 22 inches. ordered hard a starboard ; very shortly was crossing the Nepaul's bow to star- | We have since been on a short trip in this afterwards the stern of the Nepaul struck board, reversed the order of hard-a-port to launch, called the Petroleum, the engine of the starbeard side of a vessel, which proved hard-a-starboard, shortly after which the which drives an 18 inch propeller. It is a to be the steamer : Wun Nien-ching, about | collision occurred. The distance at which | Shipman automatic steam engine manufacamidships; and the defendant expressly the other steamer was first heard is vari- tured by G. M. Cruickshauk, of Providence, charge the Wan Nien-ching with having onely estimated, for the defendants at from Rhode Island, and is of three horse power. kept a bad or insufficient look-out, with 200 to 300 yards, or according to one wit- It takes up very little room, not so much neglect to exhibit lights, or an improper ness, 4 or 5 ship's lengths, and Mr Coates | space as is occupied by a couple of tea. exhibition of them, with having omitted to says the light was about 200 yards off when chests, one on top of the other. The boiler, sound a bell, and with improperly blowing he first saw it. The Nepaul, it would which is full of tubes in which is the water, a steam whistle while at anchor, and they appear, had hardly felt the action of the is made of wrought iron. There are two allege generally that the collision was port belm at the time when it was reversed furnaces, if such they may be called, as caused by the default and negligence of to hard a starboard, but it is said that she they are simply tubes into which are those on board the Wan Nien-ching; and is very quick at feeling her helm, and cer- blown the flames which heat the water. that there was no default or contributory tainly answered in a greater or less degree to | These flames are formed by a spray negligence on the part of those on board it when it was starboarded. In answer to of kerosene projected through the flame the Nepaul, and that, so far as the Nepaul questions I have put to them, the Assessors of a common oil lamp into the furis concerned, the collision was the result of advise me that on hearing the whistle of the naces, causing an intense blast of fire. inevitable accident. The defendants, on Wass Nien-ching, the Nepaul acted quite There is a diaphragm, a kind of safethe other hand, having heard the evidence properly in putting her helm to port and ty valve, which automatically regulates given on behalf of the plaintiffs, allege going astern, innamuch as if she heard then and controls the steam pressure, the fire that the Nepaul was in default on five only one blast of a whistle she would be also being regulated by it and it does this in different grounds, viz., getting under justified in considering it as a signal to the following manner. As the pressure of ficient precautions, undue speed at the time succession of short blasts she would have which the diaphragm has been set, the of discovering danger, managivring in also been justified in so doing on the ground latter is gradually raised, carrying with ignorance of actual facts, and giving con- of its being a danger signal. In regard to it a valve which automatically cuts off the tradictory orders in the course of such the subsequent reversal of the helm to passage of steam to the atomizers or spray manœuvring, insufficient look out, and last- hard-a-starboard the assessors advise me diffusers, and thus reduces the fuel supply. ly, not stopping and anchoring immediate- that the Nepaul was wholly wrong. Consequently there being only a small the time the Nepaul reduced her speed Nepaul were justified in assuming that the naces, when there is a certain amount of from full to half speed. It may be well to consider first, what are the main facts in lafter they had seen her lights and masts, is maintained at the required pressure. As dispute. In reality, they are not many, for if the Wan Nien-ching had been a cross- the pressure is taken of, the valve is again. which the collision occurred, the plaintiffs should have blown two blasts to indicate oil into the furnaces and the steam goes up putting it at a few minutes past 6 a.m. and | that she was doing so, and they add that | agai 1, the action being very rapid. We had the defendants at about 6:35 to 6.40, but no | considering the Nepaul had a right-handed | a practical illustration of this during the question of any importance appears to arise screw, the result of reversing the helm to trip, for the steam having been allowed to upon this point. As to the weather there hard-a-starboard at that period would have run down, it jumped up from 40 lbs. to plaintiffs and defendants, although the and bring about a collision. On the other mained through the agency of the diaphwitnesses on one side and the other give i different accounts of it. It is clear that both vessels had anchored on the previous night on account of the weather being such as made it imprudent to proceed further in the

night. Neither of them appear to have sounded a fog bell (one witness for the defendants says they did so, but in this he is contradicted by the Captain, and it would seem that he must have been mistaken on this point), nor do they either of them appear to have taken any special precaution against fog. In the morning before the Nepaul got underweigh her witnesses say that there was no perceptible fog. The Captain says he could then see a good three miles. was an overcast, hazy morning, and dark. The pilot says when we got under weigh the weather was hazy, but could see, the same as on the day before, five or six iniles. The weather seemed the same. I could not see any fog; and both these important witnesses agree that, after the vessel had been under weigh and going full speed for a time, the weather seemed thicker or not so clear, and that on that account they reduced the speed from full to half. On the other hand, the plaintiff's witnesses say that about 6 o'clock in they morning the weather was passably clear. The Captain (Damstrom) says that when he went on deck, a few minutes be he could sec about miles from the ship. The second mate (Somner), who was on watch from 4 a.m., says the weather was passably clear when he came on watch, that he could then have made out two or three miles off. Neither did he notice any change in the weather nutil very shortly before the collision Then as to the thickening of the fog, of its having arisen suddenly, there appears also to be no dispute between the plaintiffs' and defendants' witnesses : we notice the Captain and pilot of the Nepaul saying that they deemed it advisable to reduce their speed on that account. We find Captain

Damstrom of the Wan Nien-ching sayin

ning to thicken. On the whole, having regard to the evidence given on both sides, am satisfied that at or about the time of the collision the Wan Nien-ching was more or less enveloped in a fog-bank, of no great extent, which had suddenly blown over her from the shore and which, considering the state of the weather then prevalent, was not a very extraordinary circumstance. With regard to the force and direction of the tide, The Shanghai papers received yesterday there is a conflict of evidence, The pilot of contain the remainder of the evidence and | the Nepaul says that the force of the tide was not more than one knot per hour and that it could not have increased their speed and that it was setting S. W. to S. W. by W whilst Osborn, the master of the Tungsha lightship, who would seem to be a very competent witness, gives the force of the tide at tion Co. for damages caused by the Co.'s Fungsha, and at the scene of the wreck, at the same period as 21 knots with a N.W.. or a little more northerly direction, but this point appears to be only mentioned so far instant, and traverses all the material points as the spead of the Nepaul was to be conreised in the evidence and addresses of sidered. In regard to the question of speed we have to deal principally with the evidence given on behalf of the defendants. According to that of the Chief Engine r. the fall speed of the Nepaul that morning would have been about 11 knots and her half sneed from 7 to 8. According to the Captain, her full speed would have been about 10 knots and half speed about 0 to 7. whilst according to the pilot full speed would have been about 9 knots, half speed about 6. Possibly it may be safe to take the Captain's estimate of it as being at least low enough. But it is to be observed that according to the positions marked upon the Admiralty chart by the Captain and pilot, the Nepaul was anchored the night previous to the collision at a spot some nine miles distant from the scene of the socident, and that according to the evi- light being higher than a proper riding light dence given by the same witnesses, and the can be taken as overweighing the positive official log of the ship, she only took some 33 minutes to traverse his distance, or in other wards was travelling at the rate of some 16 miles an hour. Be this as it may, the Nautical Assessors in answer to ques- have thought it necessary to give some contions I have pur to them, on this point. although doubtful as to whether she should the look-out. The defendants suggested have weighed anchor at all when she did do so, are clearly of opinion that the Nenaul, considering the state of the weather and the narrow waters she was moving in sooner and replied to it. It would seem that where she might remonably expect to fallin with steamers and sailing vessels, both at anchor and underweigh, was proceeding the earlier it would have been at least 4 or at an undue rate of speed from the time to minutes before the collision and that the down in this country, taking the lowest now she is dead. I have not collected by their default, and it is therefore desir, she first went half speed, until the collision. They are also of opinion that her slowing have concluded she must then have been down from full to half speed at the time she did so, that is to say at about 6.30 a.m., was not a sufficient pregaution to take at the time, in view of the increased for had not then closed in upon the Wan thickness of the weather. The Assessors Nienching. I may add that the assessors then advised me that she ought to have certainly gope slow, and perhaps even have with me that the account given as to the unchored. This belog so I now come to the look-out kept on board the Wan Nien-ching consideration of the manouvres of the Nepaul on hearing the wistles of the Wan Nien ching, than find that any case of contributory According to the evidence of Mr Costes, the | negligence has been made out against the nilot of the ship, and who was in charge Wan Wien-ching, and I pronounce the

having slowed down to ball speed he sud- to the Registrar.

put, the helm hard-a-port, but im- she also was porting. Immediately after- marino engine to burn korosene. This reigh before daylight without taking suf- port, and assuming that she had beard a steam rises in the boiler to the point at the fog commenced—that is to say, at They do not think that those on board the supply of kerosene projected into the fur-The parties disagree as to the actual time at ling vessel and signalling by whistles, she released which causes an increased spurt of

> the collision even had the other vessel been, supply of water to the feed pump, as requiras she supposed, crossing her bows. On the whole they are distinctly of the opinion, in which I wholly concur, that the reversal of the helm at this period was an error of judgment on the part of those in charge of the Nepaul and directly caused the collision. On the grounds, therefore, of undue speed and improper manceuvring I am quite satisfied that the Nepaul must be held to blame. There remains, however. to be considered the case of the Wan Nienching. It is admitted that she is not absolutely bound by the regulations for preventing collisions at sea to which almost all the maritime nations of the world. except China, have assented, but it is contended that as her master and officers were foreigners acquainted with and, as they themselves say, acting generally in accordance with the principles and practices enjoined and prescribed by those Regulations, any marked deviations from such practices and principles would be strong evidence of negligence on their part. and this is actually charged against them in addition to their being accused of having violated the general principles of maritime law by which they are admittedly bound. Then it is said that they disobeyed the 12th Article of the Regulations by omitting to sound a bell while in a fog: that they indicated a port helm, by whistling only one blast, contrary to the provision of the 19th Article, and thereby induced those on board the Nepaul to believe that they were underweigh; and it is suggested that their riding light was too high and consequently was taken as a masthead light under Article 8. I am. however, of opinion that the

pank of fog in which the Wan Nien-ching seems to have become suddenly and only temporarily enveloped was not such a fog as that in which Art. 12 contemplates a bell being rung at intervals of two minutes. and I do not think that the non-ringing of the bell could have been in any way contributory to the collision, for, amongst others, the reason suggested by the plaintiff's counsel, that is to say, that the defendants would have been extremely unlikely to hear it f it had been rung when they failed to hear their own gong three times struck by their own look-out man. As to there having only been one blast of the whiatle I think the evidence of those on board the Wan Nienching is entitled to as much credit as that of those on board the Nepaul, Now the master says that he furiously pulled the string of the whistle in a succession of short, quick blasts. He is supported in this by the 2nd mate and the quartermaster, as well as by a Chinese gentlemen, an official of rank, who, being on the bridge at the time, described expressively enough the whistle as a long 'too-too-too' whistle, the like of which he never heard before. It is quite possible that those on board the Nepaul may not have distinctly made out the series of short blasts, but even one of their own witnesses says, the whistle was blown not like a signal but as if by a man in a hurry. I am on the whole inclined to believe the plaintiff's version of the matter, and the assessors advise me that no plame can in their opinion be attributed to the Wan Nien ching for blowing their whistle in the hest way they could when the danger of a collision became immigent. Then as to the riding-lights. It is a curious feature in the case that none of the Nepaul's witnesses appear to have noticed the second of the lights, that at the stern, but they appear to have been both observed and taken note of as good riding lights by Captain Pratt of the Kianziem, who passed the Wan Nien ching in the night, and I do not think the somewhat hasty assumption of the captain and pilot of the Nepaul as to the evidence given by the Wan Nien-ching's wit nesses as to its actual position. There remains one point which was not laid stress upon by the defendants, one to which I sideration, and that is in connection with that the Wan Nien-ching had not a proper look-out, but they did not specially urge that she cught to have heard the Newaul's whistle this may have been so, but, on the other hand. I think that had she heard the whis-Nepaul, considering the speed at which I going, would have been then at such a distance as to have rend red a reply to it almost unnecessary, if as seems probable, the concur in this view of the matter and scree appears on the whole satisfactory. I do not zer High water at Whampes : 2 hrs. 30

GINE WORKED BY KEROSENE Wan Nien-ching was a crossing vessel, even steam, the finme is small so that the steam s but little disagreement as between the been to neutralize the action of the belm. 110 lbs. in two minutes, and at that it rehand, they say that the right-handed screw ragin. The water supply is automatic, there going astern would have assisted the port being a float in the tank. This float is conhelm, and that the Nepaul if she had re- nected with a rod which opens and closes a mained under it would probably have avoided valve, thus increasing or cutting off the

> As we stated above, the fuel used is kerosene, which owing to combustion, leaves little or no smoke, so that the fornaces do not require to be cleaned. From one, to one and a half gallous of oil will drive the orgine for one hour, while a person with very little experience can attend to it satisfactorily, The boiler is cased in a jacket of sheet iron lined with asbestos felting which keeps the heat inside the boiler. The engine has a single cylinder. 3 inches in diameter, with a stroke of 5 inches. The exhaust steam is condensed and returns into the water tanks of which there are two, one on each side of the boat, and a pipe connects them at the bottom, so that there is always the same quantity of water in each tank and thus the boat is always in trim. On our trip, the run was from the C. & J. Trading Co.'s jetty to the 'Point,' a distance of about six miles; this was accomplished in one hour. practically against the tide.

The Shipman engine can be used for all manner of purposes, and is perfectly safe

	Quotations	
	Honokono, February 2	8, 1
OPIUM	-New Patna, cash,	540/542
,,	Old cash	
• • •	New Benares, cash,	
71	Old ,, cash,	
91	New Malwa, cash,	
	Allowance, Taels	72/80
71	Old Malwa, cash,	540/560
	Allowance, Taels	
	Persian, Oily, cash.	
	Allowance, Taels	
71	Persian, Paper tied.	400/600
91.	Allowance. Taels	48/8U
	Exchange.	
	HONGKONG, February	28

Allowance. Taela	48/80
Exchange.	
Rongkong, Februa	ry 28.
On London—	
Bank, Wire,	3/23
On demand,	$3/2\frac{1}{2}$
30 days' sight,	3/22
4 months sight,	3/3
Oredits 4	3/31
Oredits, 4	ght, 3/34
On Paris—	
	4,08
Oredits, 4 months' sight,	4,17
On New York—	
On demand,	781
Oredits, 60 days' sight,	791
On Bombay-	
Wire,	2183
On demand,	2201
On Calcutta—	0.00
Wire,	2183
On demand, On Shanghai—	2201
On demand,	714
30 days' sight,	701
Gold Leaf, 100 fine	72 <b>.</b> 831 85
Sovereigns,	\$0.14
Temperatur	( <b>6.</b> -

Taken at Messrs Kaleoner & Co.'s Premises. Queen's Road.) BARGMETER- 9 A.M.... 30.032 4 P.M.... 29.973

BRBMOMETER 9 A.M.... 1 г.м.... 63 (Wet bulb) 9 J.m. 57 1 г. м. 59 4 P.M. Maximum Do. Minimum over night

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer

. . 30.00

Humidity .. Direction of Wind . ESE Weather Hongkong Observatory, Feb. 28, 1887. SUN AND TIDE TABLE FOR

HONGKONG. (From The Hongkong Almanack.) MARCH.

	HIGH WATER	Sux.				
ı of	Morn. Aft.	Kises Sets.				
1	н. м. н. м. 0.33 0.35	H. M. H. M. 6.23   6.2				
2	2.24 1.28	6.22 6.3				
3 4	4,31 2,47 5,55 4.7	6.21 6.3 6.20 6.4				
5	6.34 5.14 7.10 6.12	6.19 6.4 6.18 6.5				

mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt Flats: 3 hrs. 30 mins.; at Shameen; 8 hrs. 40 mins. Moon.—First Quarter, 3d. Sh. 45m. morn.

4		T11		A MAIL.			No. 7845.—February 28, 1	APAN,
Insurances.	Mails.	Intimations.		Merchant Vessels		bour.	PHILIPPINES, AND S WATERS.	IAM
NOTICE.	STEEL STEEL	NOTICE. HONGKONG AND WHAMPOA DOCK		Exclusive of late Arriv	als and Departures reported to-day.		WHAMPOA.  Vessel's Name. Flag & Big. Desi	sination.
QUEEN FIRE INSURANCE COM- PANY.		COMPANY, LIMITED.		ling the position of any vessei in the H	Lirbour, the Anchorage is divided in	to eleven Sections, commencing at	Kung-pai Chi. str. Shan Lee Sang Brit. str. Ningpo Brit. str.	ighai
Risks on First Class Godowns at 2 per cent. not premium per annum.	STEAM FOR	their arrival in this Harbour, NONE of		sels near the Hongkong shore are m			Tamsui Brit atr. Simi	nghai
NORTON & Co., Agents. Hongkong, May 19, 1881. 938	MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE,	HEAD OFFICE, No. 14, Praya Central, Will receive prompt attention.	Shipping or midway	between each shore are marked c., in			AMOY. In port on February 16, 18 MERCHANT STEAMERS.	
LANCASHIRE INSURANCE COMPANY.	PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTÁ, AND	Communication with the Under-	Section.	11 to the Gra Works.	Section.  7. From Naval Yard to Blue Buildings to	e Buildings East Point.	Fokien British Ingraban German	
(FIRE AND LIFE.)  CAPITAL,—Two Millions Sterling.	N.B.—Cargo can be taken on through Bills	Batisfaction.  D. GILLIES, Secretary.	2. From Gas Works 3. From Jardine's V	to Jardine's Whari Vharf to the Harbour Master's Office.	9. From Kellett's Island to 10. Kowloon Wharves. 11. Jardine's Wharf.	North Point.	Kwongsang British Nestor British	<b>R7.5</b> 1.
THE Undersigned are prepared to grant		Hongkong, August 25, 1885. 1458  GRIFFITH'S	5 them D and O. (	Co.'s Office to Peddar's What.  Thatf to the Naval Yard.			MERCHANT SAILING VESSE Archos Brit. bqe.	
Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms	THE PENINSULAR AND ORIENTAL STEAM NAMED AND COMPANY'S Steam-ship	PHOTOGRAPHIC STUDIO.	Vessel's Name.	Captain. Flag and Rig. Tons	Date of Arrival. Consignees or Agents.	Destination. Remarks.	In port on February 19, 1	
coived, and transmitted to the Directors	Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY	HONGKONG.	Steamers			and the second	MERCHANT STEAMERS.  Glenroy British  Taku British	
If required, protection will be granted on first class Lives up to £1000 on a Single	1st March, at 4 p.m.  Cargo will be received on board until	PREMISES will be CLOSED in MARCH NEXT.	ActivaAlbany	8 c Porter Brit. str. 1489	Feb. 23 Meyer & Co. Feb. 26 Adamson, Bell & Co. Feb. 26 Jardine, Matheson & Co	Chefoo Batavia 28th inst.	Yoritomo Maru Japanese MERCHANT SAILING VESSI	iels.
For Rates of Premiums, forms of pro- posals or any other information, apply to ARNHOLD, KARBERG & Co.,	land 10 a m on the day of Bailing.	favoured him with sittings and desiring	City of Peking	5 k Dearborn Amer. str. 507	0 12 000	San Francisco Laid up	Christian Ger. sch. SHANGHAI.	4.
Agents, Hongkong & Canton. Hongkong, January 4, 1867.	eral Cargo for London will be conveyed	their Orders at earliest date, and he would be glad to Lease suitable Premises in a	Diamante	5 c McCaslin Brit. str. 48 5 c Marquez Span. str. 48 5 c Wright Brit. str. 22	4 Jan. 23 Russell & Co. 2 Feb. 24 Brandao & Co. 7 Feb. 27 Adamson, Bell & Co.	Amoy & Manila 2nd prox.	In port on February 18, MERCHANT STEAMERS	es,
NORTH BRITISH & MERCANTILE INSURANCE COMPANY.	one week later than by the ordinary direct route rid Colombo.  For further Particulars regarding FREIGHT and PASSAGE, apply to the	Hougkong, January 29, 1887. 160	Japan	Gardner Brit. str. 186 5 c Thomson Brit. str. 193	Feb. 21 Russell & Co. Feb. 8 David Sassoon, Sons & G. Feb. 24 Arnhold, Karberg & Co. Feb. 24 Yuen Fat Hong	Hoihow 2nd prox.	Benalder British Lo Chintung Chinese	(arseilles ondon hefoo, &c.
THE Undersigned, Agents of the above Company, are authorized to Insuraginat FIRE at Current Rates.	PENINSULAR & ORIENTAL STEAM NAVIGA- TION COMPANY'S Office, Hongkong. The Contents and Value of Packages are	The Overland China Mail,  A WEEKLY JOURNAL FOR THE HOME MAIL,	Killarney Kut Sang	3 c Young Brit. str. 149 5 b Pillianut Feb. str. 53	Feb. 16 Jardine, Matheson & Co 33 Feb. 22 Uarlowitz & Co. 23 Feb. 27 Russell & Co.		Fuh-wo British Fushun Chinese W	Yenchow
GILMAN & Co.  Hongkong, January 1, 1882.	shippers are particularly requested to note the terms and conditions of the Com-	of each English and French Mail	Mosser Namoa Ningchow	5 h Pocock Brit. str. 82 5 c Castle Brit. str. 173 8 h Brough Brit. str. 103	oc bas 96 Danglas Steamship Uo.	Coast Ports To-morro	Fuyew Chinese Ganges British Hae-an Chinese	
THE LONDON ASSURANCE.	gage can do so on application at the Com-	as it was deemed of special importance that a weekly budget of news should be prepared	Phra Chula Chom K	lao 2 h LightwoodBrit. str. 10.	75 Feb. 24 Bun Hin Chan	Swatow & Bangkok	Hae-shin Chinese Haeting Chinese Ingeborg British	
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.	Acting Superintendent.	scribers at Home, and those at the Coas-	Sea Gull	6 c C. Lesbirel Amer. str. 5 c Petersen Ger. str. 15	China Traders Insurance Feb. 22 Siemssen & Co. 31 Feb. 27 P. & O. S. N. Co.	Europe, &c To-morro	Kiang-kwan Chinese Kiang-piau Chinese	
HE Undersigned having been appointed Agents for the above Corporation as prepared to grant Insurances as follows:	Tell Tropporting Carb LLOVD	Overland edition a convenient form of news paper for their perusal, will welcome the change. The Overland China Mail, now a change of the perusal paper from the Fa	Thames Thibet Tritos	5 c Seaton Brit. str. 165 c Mudie Brit. str. 162 c Bleicken Ger. str. 112 hunt Brit. str. 14	Feb. 27 P. & O. S. N. Co. 142 Feb. 27 Siemssen & Co. 159 Feb. 10 Butterfield & Swire	Kobe & Yokohama 4th prox. Saigon Cos'tan 1 3rd prox.	Kiang-yung Chinese  Kowshing British  Kung Wo British	
Marine Department.  Policies at current rates, payable eithere, in London, or at the principal Por	NOTICE.  ts STEAM FOR	East, contains special Commercial Internations, special tables of Shipping, and other	er Vortigern	3 e Brown Brit. str. 8 Brahn Ger. str. 6 Schluck Ger. str. 7	Feb. 25 Arnhold, Karherg & Co. 12 Feb. 27 Wieler & Co. 128 Feb. 28 Wieler & Co. 13 Feb. 24 Jardine, Matheson & Co.		Kwang Lee Chinese Lee Sang British I Nauzing British	Hongkong
here, in London, or at the principal roll of India, China and Australia.  Fire Department.  Policies issued for long or short periods	SINGAPORE, COLUMBO, ADEN, SUEZ, PORT SAID, TRIESTE,	and Meetings, and all other nows, are give in full as they appear in the Daily issue. The attention of Advertisers is directe	ed   Wingsang	5 c St. Croix Brit. sur.	JEU I TU AT UNITED MINUTESUM OF		Newchwang British Paumben British Chinese	Hankow, &o
Life Department.  Policies issued for sums not exceeding	PORTS IN THE LEVANTE, BLACK	to a weekly newspaper, which is circulate among old China 'hands' and others, bot at home and in the Far East, who do no take the daily journals.	Amphitrite	8 h Anderson Brit. sh. 17	707 Feb. 23 P. & O. S. N. Co. 424 Jan. 21 Pustau & Co.	Hamburg	Sikh British Sin Nanzing British Store Nordiske Danish	
£5,000 at reduced rates. HOLLIDAY, WISE & Co.	LONDON, NEW YORK, BOSTON,	The Overland China Mail will be regular posted from the China Mail Office to su	Annie Johnson	4 c Hall	947 Feb. 16 Melchers & Co. 441 Feb. 11 Melchers & Co. 4 9 Nov. 25 Russell & Co.	San Francisco	Thames British Tungchow British Wachang British	TTablesia &
Hongkong, July 25, 1872.	PORTS.  Tun Coupany's STEAMERS WILL CALL	SUBSCRIPTION:  De-Annum \$12.00 postage \$1.0	Coloma	3 k NovesAmer. bqe. 8 h Wilson Amer. sh. 1	968 Feb. 27 Wieler & Co. 850 Dec. 12 Melchers & Co. 633 Feb. 12 Takasima Co. 965 Dec. 29 Carlowitz & Co.	Portland, O. New York		Hankow, & Hankow, & K.
Mails.	AT SOUTHAMPTON TO LAND PASSENGE:	RS   Quarter, 3.00, " 0.30. " Single Copy, 0.30.	.25 Edward Kidder Eme	3 c Summer Brit. boe.	778 Feb. 18 Molchers & Co. 443 Nov. 10 Melchers & Co. 604 Dec. 16 Gonsalves & Co.	Victoria, V.I. Victoria, B.C.	Augusta Ger. bqe. Carrie Winslow Amer. bge.	
COMPAGNIE DES MESSAGERIES MARITIMES.	N.B.—Cargo can be taken on through Bi of Lading for the principal places RUSSIA.	• • • • • • • • • • • • • • • • • • • •	Golden Fleece Hattie N. Bangs	4 c Derham Brit. ycht. 3 c Bangs Am. bqtin. 3 c Plum Amer. bqc.	120 Feb. 14 Order 542 Nov. 25 Gonsalves & Co. 697 Jan. 29 Gonsalves & Co.	Honolulu	Colchester Brit. sh. Eastern Chief Brit. bqe. Fifeshire Brit. bqe.	and the first of t
PAQUEBOTS POSTE FRANÇAIS. STEAM FOR	SS RRAHNSCHIVEIG. Capt. STÖRME	STEAM-LAUNCH	John C. Potter	5 c Lynn Brit. bge. 3 c Merryman Amer. sh.	1182 Dec. 7 Order 367 Dec. 18 Wieler & Co. 1386 Dec. 25 Melchers & Co. 461 Feb. 22 Order	San Francisco	G. H. Wappaus Brit, bqe. Hagerstown Amer. sh.	
SAIGON, SINGAPORE, BATAVIA COLOMBO, ADEN, SUEZ, PORT SAID.	with MAILS, PASSENGERS, SPECI and CARGO, will leave this port as above Shipping Orders will be granted	MORNING STAR  WE.  Runs Daily as a Ferry Boat between	The Professor Mont	3 c Parker Brit. bqe. 3 k Jenseu Nor. bqe.	729 Feb. 10 Lane, Crawford & Co 956 Jan. 21 Pustau & Co. 448 Feb. 26 Chinese	New York Iloilo London, &c.	KumasakaMaru Japan. bqe.  L. Burrell Brit. sh.  Nanaimo Brit. bqe.	
MEDITERRANEAN AND BLACK SÉA PORTS, MARSEILLES, AND PORTS; OF BRAZIL, AND LA PLATA;	p.m. on the 20th March. (Parcels a	take effect from the 21st October, 1886.	Will Comb Dignett	5 k Morgan Amer. sh. Sp. 3m. sc. Sp. 3m. sc. Amer. sh.	1357 Sept. 24 Carlowitz & Co. 526 Feb. 1 Lane, Crawford & Co 1467 Oct. 29 P. & O. S. N. Co. 992 Nov. 16 Remedios & Co.		Norway Nor. bqc.	
LONDON, HAVRE, BORDEAUX DUNKIRK AND ANTWERP.	Value of Packages are required. The Steamer has splendid Accommodation	6,00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A. ion 8,00 , 8,25 , 7.30 , 8.00	Walls Castle	3 c Estival Span. oqe.	436 Feb. 2 Lane, Crawford & Co	Co. Laid u	In port on February Kozaki Maru Japan, bqe.	9, 1887.
ON TUESDAY, the 8th Mar	ny's l MELCHERS & Co.	9.40 , 10.20* , 10.30 , 10.45	,,			Mine Station	YOKOHAMA	<b>A</b>
S.S. IRAOUADDY, Commandant Brewwith MAILS, PASSENGERS, SPEC and CARGO, will leave this Port for	the Hongkong, February 21, 1887.	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	21" 11	er Britannic Majes	ty's ships on the	Julia Dezele.	In port on February I  Ada Brit. sch.  Andreas Ger. bqe.	
Cargo and Specie will be registered London as well as for Marseilles, and Cepted in transit through Marseilles for	the Ship Company.	4.50 , 5.10 , 5.25 , 5.40		Rig.	1015.	aptain. Where at	0.4	
principal places of Europe. Shipping Orders will be granted under the Noon.	TO JAPAN, THE UNITED	RS 5.55 , 6.15 , 6.30 , 6.45 6.30 , 6.45	Alacrity Audacious*	double-screw iron frigate	6010 10 4330 Capt. Rob	Blair Maconochie Hongkong ert Hastings Harris Hongkong T. Powlett Singapore	Diana Amer. sch.  F. Stafford Brit. bqc.  Friederich Ger. bqc.	в.
Cargo will be received on board unit p.m., Specie and Parcels until 3 p.m. the 7th March, 1887. (Parcels are to be sent on board; they must be left	not SOUTH AMERICA, AND EURO.	and Friday, on account of coaling.	ictly Cockchafer	corvette	2380 14 2610 Captain L. 465 4 470 LieutCon 2390 14 2590 Capt. Sey	C. Keppel  H. H. Botelar  Hongkong  Port Hamilto	George Brit. bge.	<b>8.</b>
the Agency's Office.)  Contents and value of Packages are quired.	ore- ATLANTIC & OTHER CONNECTION STEAMERS.	adhered to, except under unavoidable	ther, Daring	sloop gunboat gunboat	940 4 920 Commando 360 3 340 465 4 470 LieutCor 455 4 460 LieutCor	In reserve Hongkong D. L. Dickson Nagasaki	Hermann Ger. bqs Nemo Brit. sch Rose Br. 3m. sch	h.
For further particulars, apply at Company's Office.  G. DE CHAMPEAU.	THE Steamship OCEANIC will	17tg L	Firebrand Horoine Himalaya	gunboat corvette troopship	1420 8 1470 Captain Cl 4609 — Captain Jo 0750 Captain M	ohn V. Stokes Hongkong  J. Dunlop On a cruise	Willie Reed Amer. sh	<b>h</b>
Agent. Hongkong, February 25, 1887.	Yokohama, on TUESDAY, the 5th A  at 3 p.m.  Connection being made at Yokoha with Steamers from Shanghai and Ja	apan VOL. XV.—NO. I.	Leander Linnet Merlin Midge	gun-vessel gun-vessel	430 4 430 LieutCon 603 4 470 Command	o. W. M. Maturin Hongkong er H. J. Robilliard Hongkong er W. U. Moore Hongkong	HIOGO.  In port on February  Jamir Brit. sh	y 14, 1887.
U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP	All Parcel Packages should be marke	ed to ived TART 3 of Vol. XV. of the C	Rambler Sapphire Satellite	sloop corvette cruiser torpedo mining launch	1970 12 2360 Captain R 1420 8 1400 Captain A	G. Kinahan Hongkong rthur H. Alington Singapore Hongkong	MANILA	
COMPANY.  THROUGH TO NEW YORK, VI	at the Company's Office, until 5 p.m. day previous to sailing.  RETURN PASSAGES.—Passengers, bare naid full fare, re-embarking at	who san tinnsties of Mr. Playfair's interest	con- esting Victor Emanuel	gun-vessel gunbost	360 3 340 Commode	er A. C. B. Bromley Nagasaki In reserve Hongkong Ford Churchill Singapore	In port on January Alice Reed Amer. bqc Berbice Brit, sl	l <b>e.</b> sh.
OVERLAND RAILWAYS, AND TOUG	Francisco for China or Japan (or vice v	ount i narrative of the Bombardment of Par	rticle, Wanderer Wivern Zephyr	gunboat turret-ship gunboat	925 4 750 Captain C 2750 4 1450 LieutCo	m. Ches. K. Hope Singapore	Fildenhope Brit. bas George Moon Amer. bas Hungerund Norw. sh	je.
PEKING will be despa	within one year, an allowance of 10 % tched be made from Return Fare. Pre-Paid turn Passage Orders, available for one at 3 will be issued at a Discount of 25 %	vear, stood and applied in China, which possiver	enter-	ship of Vice Admiral Vesey Hamilton, or II. B. M. Ships' tonnage, displacen	Commander-in-Chief. cents and effective horse powers are p	iven according to H. M. Navy list.	Henry Failing Amer. al Jessie Renwick Brit. bog J. T. Berry Amer. al Nicosia Brit. bog	<b>3.11.</b>
p.m., taking Passengers and Freight Japan, the United States, and Europe	to through fares from China and Jap	an to acters used in Spelling in the Concise	Ohar- Dic- y the				Sheila Brit, s	<b>sb.</b>
portation to Yokohama and other Ports, to San Francisco, to Atlanti-	c and destined to ports beyond San Francover should be sent to the Company's Of	Cisco, punciation in Pekingese added by fices, Chalmers himself, and that of Cant	Dr.	oreis : Men-of-war	on the China and	Japan Station.	ILOILO. In Port on January Fratellanza Ital. bq	ry 19, 1857.
land Railways, to Havana, Trinidad Demerara, and to ports in Mexico, C and South America, by the Company	entral Francisco.  's and Passage apply to the Agency of	article by Dr. Chalmers; a New K reight Dr. Chalmers' Concise Kang-Hsi, by f the Plantair. The Hall of Light, by Dr.	Ley to y Mr. r. Ed-		Tons.   Guns.   H.P.	Captain. Where	Orient Ger. bq	qe.
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Hongkong, February 12, 1887.	LANE, CRAWFORD & 203 Hongkong, August 20, 1884.	was Managhai and Mangrapo A.	at the Wolf	German gunboat	384 6 340 Uaptau		Wyndham Street, I	HORKOTS.

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